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Coachmart

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October 12, 1989 Issue 558 £1

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1984 FUTURA FHD 12.280 Integral 12M, 49 recliners, Brown/beige moquette, power door, courier seat, berth, T.V. + video, drinks machine, continental door, suspension raise, Webasto, White/brown/yellow.

1984 EUROPA II Integral 12M, 45 Futura seats, Blue/grey moquette, (42 recliners + 3 fixed), power door, courier seat, curtains, centre sunken toilet, rear servery, drinks machine, gangway carpet, continental door, wired T.V. + video, Webasto heating, Blue/white.

1983 EUROPA II INTEGRAL 12M, 51/53 recliners, Red moquette, coffee machine, courier seat, White + orange reliefs.

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- Preparation for future
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1983 EUROPA II Integral 12M, 46 recliners, Red moquette, power door, curtains, toilet, courier seat, fridge, TELMA retarder, Red/white/blue.

1982 EUROPA II Integral 12M, 52 recliners, Red moquette, power door, curtains, courier seat, Webasto, Peage window, driver's fan, Blue/white.

LEYLAND

1987 TIGER 245 PLAXTON PARAMOUNT 3200, 12M, 57 str., Autumn tint moquette, power door, side lockers, automatic lubrication, White/brown.

1986 TIGER 245 DUPLÉ CARIBBEAN II 12M, 49/51 recliners, Grey/orange moquette, power door, courier seat, curtains, sunken demountable toilet, continental door, tinted glass, ZF gearbox, White/red/black.

DAF

1987 (NOVEMBER) DKFL CAETANO ALGARVE 12M, 53 recliners, Autumn tint moquette, power door, courier seat, curtains, continental door, Yellow/brown/orange.

1986 DKFL DUPLÉ 340 12M, 53 recliners, Grey/orange moquette, power door, curtains, gangway carpet, rear toilet, tinted glass, Red/white.

VOLVO

1987 B10M CAETANO ALGARVE H.NDH 12M, 51/53 recliners, Brown/beige moquette, power door, courier seat, curtains, berth, continental door, demountable rear toilet, Webasto, AIR-CONDITIONING, wired T.V. + video, White/yellow/blue/brown.

1985 (SEPTEMBER) B10M GLT PLAXTON PARAMOUNT 3500 12M, 49 recliners, Brown moquette, rear o/s toilet, continental door, double glazing, driver's berth, Webasto heating, AIR CONDITIONING, TELMA retarder, courier seat, power entrance door, wiring T.V. + video, drinks machine, curtains, Tempo 100 equipment, splitter gearbox, Cream + orange/brown reliefs.

SCANIA

1984 (AUGUST) K112 JONCKHEERE JUBILEE P599 12M, 51 recliners, Grey/orange moquette, centre sunken toilet, driver's berth, TELMA retarder, wiring T.V. + video, water boiler, power entrance door, White + primrose and brown reliefs.

MOSELEY

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windows, curtains. Fully equipped lower deck
kitchen including sink, twin water boilers and
refrigerator, Telma retarder.

BEDFORD

1977 Bedford YLQ Plaxton Supreme, 45 seats, autumn tint moq, livery white.

1976 Bedford PJK Duple Dominant, 29 seats, new MoT Dec '89.

1974 Bedford YRT Duple Dom, 53-seater, p/door, red moq, livery white.

AEC BRISTOL

1979 AEC 760, 12 metre Plaxton 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1978 AEC 760, 12 metre, Plaxton, 49 reclining seats, autumn tint moquette, Bristol dome, side lockers. Livery cream. Choice of 2.

1975 AEC 760, 12 metre, Plaxton, 53 seats, 6-speed ZF, autumn tint moquette, Bristol dome, side lockers. Livery grey/red. MoT June 1990.

1974 Bristol LHL, 11 metre Duple, 53 seats, autumn tint moquette. Livery white/black.

LEYLAND

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT.

1981 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 moquetted seats, ZF 6-speed, MoT July 1990.

1981 Leyland Leopard, 12 metre Plaxton Supreme IV, 49 Chapman reclining seats, ZF 6-speed manual gearbox, Bristol dome, destination gear. Livery white, autumn tint moquette.

1980 Leyland Leopard, 11 metre, Plaxton Supreme Express, 53 remoquetted seats, ZF 6-sp.

1979 Leyland, 12 metre Dominant, 49 seats, MoT Feb 1990.

1976 Leyland Plaxton Express, 49 seats, choice of 2.

1974 Leyland Leopard, 11 metre Duple Dominant 49 E type seats, semi-auto gearbox, side lockers, autumn tint, livery white.

FORD

1980 Ford R1114 Duple Dominant Express, 53 seats, red moquette, white/blue.

1979 Ford R1114 Duple Dominant Express 53 seats, (re-moquetted grey/blue), livery blue, MoT Sept 89.

NEOPLAN

1982/3/4 Neoplan Skyliners, 71/72/75 seats, toilet, drinks machine, fridge, radio, PA, Mercedes V10 Engine, 6-speed ZF manual gearbox, some remoquetted and refurbished.

DAF

1988 DAF SBR3000 Plaxton 4000 four star, 74 recliners, toilet, TV, etc. 147,000K from new.

MINIBUSES

1988 (E) Ford Iveco Reeve Burgess Beaver, 21 moquette seats, boot, power door, radio, excellent condition.

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DAF

1983 (Y) DAF SB200 Jonckheere Bermuda, 47/51 reclining seats, ducted heating, integral side lockers, power door, wheel discs, toilet, curtains and seat covers, radio/pa/cassette, interior green stripe, exterior white, MoT February 1990.

1983 (Y) DAF MB Plaxton Paramount 3200, 46 reclining seats, 2 side lockers, ducted heating, power door, rear sunken toilet, tv box and wiring for saloon, radio/pa/cassette, interior brown stripe, exterior white, MoT new.

1980 (V) DAF DKTL Plaxton Supreme IV, 53 fixed seats, 3 heaters, power door, 2 side lockers, wheel discs, radio/pa/cassette, interior red, exterior white, MoT.

FORD

1983 R1114 Duple Dominant II, 53 seats + courier seat, curtains, Telma, retarder, exterior blue and white, interior blue. New MoT.

1980 R1114 Plaxton Supreme IV Express, 49 reclining seats, jake brake, side locker, interior brown, exterior cream and maroon. MoT March 1990.

1979 (T) R1114 Van Hool A retarder, nearside rear toilet, radio/pa/cassette, interior green and white, MoT 23/11/89.

1978 (T) A Series Faro 3, 25 seats, power door, radio cassette, interior red, exterior yellow and red. MoT 23/5/90

SCANIA

1987 (D) Scania K112 CRB Van Hool Alizee H, 49 reclining seats, power door, Telma, crew seat, side lockers, toilet, sink, fridge, blue curtains, radio/pa/cassette, interior blue/red/cream stripe, exterior silver grey, MoT May 1990.

VOLVO



1988 Volvo B10M Plaxton 3500, 53 reclining seats, rear sunken toilet, continental door, courier seat, beige and red interior, exterior white with red and yellow relief. Choice of 3.

1981 (X) Volvo B58 Plaxton Supreme IV, 53 remoquetted seats, power door, Telma, side locker, 3 heaters, wheel discs, interior brown chevron, exterior white, MoT December 1989.

1981 (W) Volvo B58 Unicar 11M, 53 seats, ducted heating, side locker, interior grey, exterior white/orange/red/maroon, MoT April 1990.

NEOPLAN

1986 Skyliner MkII Gardner engine, ZF automatic gearbox, 77 reclining seats, water boiler, fridge, drivers bunk, TV and video, MoT Feb '90. Interior red moquette, exterior, white, blue and orange.

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AEC

1979 (T) AEC 760 Plaxton Supreme IV, 49 seats, power door, side locker, heater, interior brown/beige stripe, exterior white, MoT March 1990.

1978 (S) AEC Dominant II, 53 seats, power door, side locker, interior autumn tint, exterior white, **SOLD**

DOUBLE DECK BUSES

1976/77 Daimler Fleetline, Park Royal and MCW bodywork, 76 seats, Gardner LXB engine, auto steering, single entrances painted all white, going through MoT, large selection.

1973 (L) Atlantean 680 Northern Counties, 74 seats, interior maroon PVC, exterior blue/yellow, MoT February 1990.

BEDFORD

1985 (B) YNT Duple Laser, 53 seats, ZF 6 speed gearbox, heated windscreen, side locker, power door, interior blue/grey stripe, exterior white/orange/yellow stripe, MoT April 1990.

1977 (R) Bedford YMT Plaxton Supreme, 53 seats, 3 heaters, radio/pa/cassette, interior red stripe, exterior white/orange/blue, MoT.

1973 (M) Bedford YRQ Willowbrook Service Bus, power door, luggage racks, interior beige, exterior cream/red, MoT November 1989.

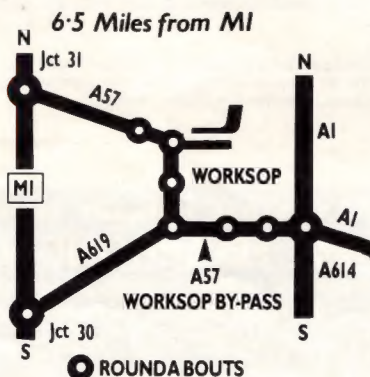
MINIBUSES



1987 Optare City Pacer, automatic transmission, Eberspacher heating, power door, side locker, 25 seats, int red and grey, ext white, new MoT.

1987 Mercedes-Benz 609D Reeve Burgess coach, 19 seats, power door, radio/pa/cassette, int grey, ext white, orange and black, choice of three, MoT 02-90.

1983 Y Fiat Caetano Beja, 18 seats, power door, luggage boot, int blue, ext white, MoT 23-04-90.



LEYLAND

1985 Leyland Tiger Duple Laser II, hydracyclic fully auto gb, power door, power steering, Webasto, radio/pa, curtains, int blue stripe, ext white, 53 seats, MoT 08.06.90, choice of four.

1985 Leyland Tiger Duple Laser II, power door, ducted heating, side locker, radio/pa/cassette, 51 E-type seats, int beige/red, ext white, MoT 08.11.89.

1984 Leyland Tiger 245 Plaxton Paramount 3200 EXP, semi-auto gb, side lockers, toilet, Webasto, 49r, int brown stripe, ext white, MoT 29.01.90.

1984 Leyland Royal Tiger Plaxton Paramount 3500, power door, integral side lockers, ducted heating, drinks machine, toilet, tv/video, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 13.02.90. Choice of 2.

1984 Leyland Tiger 245F Berkhof Esprite, underfloor lockers, plug power door, ducted heating, toilet, drinks machine, box for tv, radio/pa/cassette, 49r seats, int brown stripe, ext white, MoT 25.06.90.



1983 Leyland Tiger 245 Plaxton Paramount 3500, power door, side lockers, wheel discs, heated mirror, toilet, tv/video, radio/pa/cassette, 49r seats and courier, int brown stripe, ext white, MoT 28.07.90.

1982 Leyland Leopard ECW EXP, semi-auto gb, destination gear, driver's partition, int autumn tint, ext white, 49 seats, MoT 05.05.90.

1982 Leyland Tiger 218 Plaxton Supreme V Ex, 3 heaters, power door, side locker, radio/pa/cassette, 53 seats, int autumn tint, ext white, MoT 30.10.89.

1982 Leyland Leopard Duple Dominant IV, ZF gearbox, power door, SBG dome, 4 heaters, radio/pa/cassette, 53 reclining seats, int blue/grey, ext white/blue, MoT 08.89.

1981 Leyland Leopard Duple Dominant II, ZF gb, power door, Telma, side locker, Bristol dome, 3 heaters, radio/pa/cassette, int red/orange, ext white, 53 seats, MoT 18.01.90, choice of two.

1981 Leyland Leopard Plaxton Sup IV, semi-auto gb, manual route gear, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 01.06.90.

1981 Leyland Leopard Plaxton Supreme IV EXP, semi-auto 2 speed gb, heated windscreen, 48r seats, Bristol dome, driver's cab, int autumn tint, ext cream/orange, MoT 25.11.89, choice of 3.

1980 Leyland Leopard Duple Dominant I, semi-auto gb, side lockers, power door, Bristol dome, heated windscreen, 53r seats, int yellow/black, ext white, MoT 10.11.89.

1979 Leyland Leopard Duple Dominant II, power door, 4 heaters, radio/pa/cassette, 57 seats, int red/orange, ext white/blue, MoT 01.90.

1978 Leyland Leopard Duple Dominant I, power door, Telma, Bristol dome, Webasto heaters, side locker, 49 seats, int blue stripe, ext white, MoT 12.01.90.

1972 Leyland Leopard Plaxton Elite, power door, autolube, side locker, 2 heaters, radio/pa/cassette, 40 fixed seats, int autumn tint, ext red/cream, MoT 23.11.89.

Evening telephone numbers:

	Telephone:	Car Tel:
Tony Clayton	(0909) 473495	0836 620027
Andrew Hamilton	(0908) 222339	0836 582376
Tim Presley	(0204) 658249	0860 717270
Stephen Broom	(0909) 478223	0836 583485
David Donati	(0873) 811127	0836 620029

Coachmart

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BCC REPORT

Alan Millar
spotlights the big
BCC conference

INSURANCE

Is your company
sufficiently
covered?

TOURISM

Rod Davey's
fact-finding tour
of Brittany.

Join Coachmart and improve your business

PROFIT is the key to all four of the *Coachmart* reader conferences we are holding next month.

The busy programmes have been designed carefully to ensure that you come away full of practical information about new ways of improving the profitability and performance of your coach or bus business.

Rainworth Travel MD Peter Rogers will be leading the discussion at the Finance for Profit conferences on November 14 and 16, stressing the importance of knowing your costs and pricing for profit in his keynote address.

Speakers from a leading accountancy firm will take you through management accounting, to show not just the information they contain, but how they can be made to work for a busy operator.

We will also be looking at how computers, costing

consultancy and leasing can help improve the operator's bottom line.

Our image conferences on November 23 and 27 will also have a very strong practical content, showing how a coach business can be projected to new and existing customers to improve its profit performance.

Wallace Arnold MD John King will set the scene for the day and will be joined by experts in selling into specific markets, public relations, vehicle design and the vital area of customer contact.

The finance conferences are on:

● Tuesday, November 14 at the Selfridge Thistle Hotel, Oxford Street, London; and

● Thursday, November 16 at the Whitwell Hall Country Hotel, near York.

The image conferences are on:

● Thursday, November 23 at the St George Hotel, Harrogate.

● Monday, November 27 at the Kensington Palace Hotel, London.

Look out for booking details on page 32 of this week's issue.

Crawfords buy Wharfedale

BAND bus specialist Crawfords Coaches has bought itself a first birthday present... Wharfedale Pullman Travel of Leeds.

Crawfords – based at London's Mayfair Hotel – was set up in October '88 to concentrate on rock band work, carrying major groups on their British tours. Director Mike Conrad says it has been a good year: 'It was always our

intention to own our coaches. Until now, our fleet has been of limousines.'

Wharfedale's general manager Chris Goodhill – who was brought back into the company to head the new operation – says he will continue to run shuttles, tours and executive work but that the band-bus aspect will 'strengthen' Wharfedale.

CROWNED HEADS. TALKING HEADS. SEVERED HEADS. HEADY STUFF!

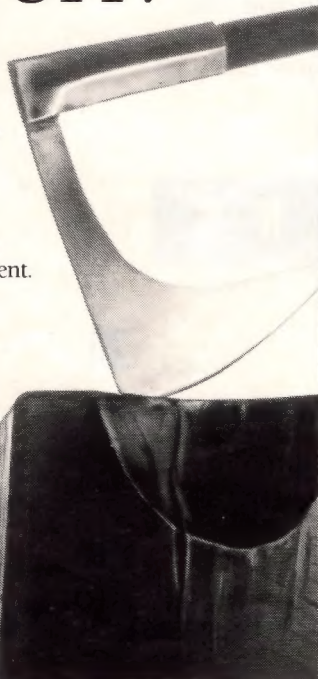
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Midland Fox buys out Kinch

DRAWLANE-controlled Midland Fox has bought Kinch buses of Loughborough after a lengthy battle on its local routes.

Kinch has faced a summer of competition from Midland Fox, which it alleges has been predatory. The report of an OFT investigation, launched six months ago, has yet to be seen but is expected soon.

The deal sees family-run Kinch lose 25 vehicles – including 16 double-decks – and the same number of staff, seven routes and the lease on two of five operational industrial units. G. K. Kinch Coaches will continue to operate its 12 vehicles, used in tour, school bus and council work.

Former G. K. Kinch Buses owner Gilbert Kinch said he was saddened by the sale: 'It is three years to the day since the

business began following deregulation,' he told *Coachmart*.

'We had built it to the stage where we were carrying two million passengers each year, at fares lower than those in 1986. But if we'd fought Drawlane any longer, we might have lost, and that wouldn't benefit any of us.'

Midland Fox managing director David Martin was unavailable for comment as *Coachmart* went to press, but issued a Press release in which Trevor Petty, commercial director, says: 'We have been very conscious of the problems that customers have faced during the period since 1982 when, at times, wasteful competitive duplication of services has created confusion and congestion, particularly in Loughborough, and we are pleased that this can now end.'



The Jonckheere MAN 360

MAN demo

JONCKHEERE answered critics of the MAN 290-powered Deauville last week when it gave a demonstration of the more powerful MAN 360 version.

The French-operated, left-hand drive coach was on display at Jonckheere's Northampton headquarters. Operators got the chance to experience its 360 HP during brief test periods with a French driver at the wheel.

Among those aboard was *Coachmart's* Mike Morgan, who tests the 290 HP version in this issue: 'Although the test was brief, hill-climbing ability and acceleration appeared to be more impressive. Also notable was the much better gear change in this left-hand drive installation. The vehicle - one run by the KHCT National Voyage operation - used a 100 kph speed limiter.'

In the course of preparation at the Brackmills workshop were five Jonckheere Scania city buses bought by Smiths Coaches of Tysoe for local service work around Birmingham.

The 1986 Scania K92s were previously working on a London Regional Transport tendered service for Scancoaches.

They have twin entrance/exit, seat 47 and can accommodate 22 standees. Smiths' traffic manager Colin Darke told *Coachmart*: 'We needed them to replace two London Bus AECs.'

Grim prospects as interest rates rise

COACH sales operations are tightening their belts as the increase in base lending rate bites into their profits.

One dealer with around 30 new coaches in his showroom counts himself lucky. Others with more stock face the bleak prospect of absorbing the cost of borrowing while sales are at a low ebb.

Scania dealer Stuart Johnson was counting his blessings: 'We'd been pushing hard on the bus side of sales and have sold the lot. We still have 30 coaches but I think our strategy has been right,' he said.

'The interest on stock over three months would, in many cases, virtually wipe out the gross mark-up. High-cost capital may be a good thing but its immediate effects are that the chances of profits are nil.

'We can only batten down the hatches and continue to trade. This is a time for dealers to keep a cool head. Panic will be extremely destructive.'

Arlington sales director Roger Phillips - already facing stiff competition from the new Kirkby Coach and Bus sales operation when it opens another showroom at nearby Ware - predicted the rate increase would be felt very quickly. 'Obviously this will be damaging to sales. It will inhibit the

purchase of new vehicles,' he said.

Small coach operations are bound to be affected, said Hughes DAF sales director Bob McLeod: 'Some will be appalled. These increases make it very difficult to plan long term. Fortunately, our company is adequately funded.'

Plaxton chairman David Matthews said the situation was 'uncomfortable' but claimed the industry had brought the increase upon itself. 'Excessive

importation drives up the interest rate and adds extra costs for British operators,' he told *Coachmart*.

Matthews admitted that the new rate would give the planned southern sales expansion of Kirkby Coach and Bus a tough start but added: 'We can't stop and go week by week.'

The next few months may be a boom time for leasing companies, as operators curb borrowing for the purchase of new vehicles.



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STONE ROAD, STAFFORD.

New centres

SALVADOR Caetano has appointed three new service centres to supplement its Leicestershire headquarters.

The Colin Hutton Group at Stronend Street, Glasgow; Alexander Conversions at Roker Avenue, Sunderland and Bulwark Transport, at Chepstow, Gwent, now offer after-sales service and parts.

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Salvador Caetano

NEW STOCK

DAF MB 230 LB - ALGARVE 3.35m, Executive.
DAF SB 2305 DHS - ALGARVE 3.35m, Executive, low driver.
DAF SB 2305 DHS - ALGARVE 3.35m, 53 recliners, Touring Spec.

EARLY AVAILABILITY

VOLVO B10M GL - ALGARVE 3.35m, choice of spec.
DAF MB 230 LB - ALGARVE 3.35m, choice of spec.
DAF SB 3000 DKV - ALGARVE 3.55m, Executive.

USED COACHES

HEAVYWEIGHTS

1986 (D) DAF MB DKVL - DUPL 340, 53/55 recliners, rear O/S sunken demountable toilet, continental door, driver's berth, power door.
1986 (C) DAF MB DKFL - DUPL LASER II, 53 recliners, power door, Telma, tinted windows.
1986 (C) DAF - BOVA FUTURA FHD, 49 recliners, centre sunken toilet, continental door, courier seat, double glazed, boxed and wired for video, driver's berth, (choice of 2).
1986 (C) DAF SB2300 - LAG GALAXY, 53 recliners, courier seat, continental door, Webasto, tinted windows, radio/pa/cassette.
1986 (C) SCANIA K112 - JONCKHEERE P599, 51 recliners, centre sunken toilet, Webasto, Telma, double glazed, blinds, boiler, fridge.
1985 (C) VOLVO B10M GL - CAETANO ALGARVE 3.35, 51 recliners, courier seat, double glazed, rear O/S sunken toilet, continental door, berth, radio/PA.
1985 (C) DAF DKFL - CAETANO ALGARVE 3.35, 53 recliners, (re-trimmed), courier seat, Telma, continental door, tinted windows, curtains.
1985 (B) DAF - BOVA CALYPSO, 53 seats, power door, courier seat, radio/pa.
1985 (B) MAN SR280, 53 recliners, plug door, courier seat, double glazed, continental door, radio/pa/cassette.
1983 (Y) VOLVO B10M - BERKHOF ESPRITE 350, 47/49 recliners (re-trimmed), courier seat, centre toilet, continental door, double glazed, Telma.
1983 (Y) DAF DKTL - PLAXTON PARAMOUNT 3500, 51 recliners, courier seat, rear O/S toilet, continental door, berth, decorative curtains.
1983 (Y) LEYLAND TIGER 218 - Plaxton Paramount 3200, 57 seats, power door, tinted windows, radio/pa/cassette.
1983 (PP) DAF - BOVA EUROPA II, 52 recliners, courier seat, Webasto, box/wired for video, radio/cassette, wheel trims.
1983 (Y) LEYLAND TIGER 245 ZF - PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, double glazed, plug door, berth, rear O/S sunken toilet, continental door, drinks machine, boxed and wired for video.
1982 (Y) DAF DKTL SMIT EURO HI-LINER, 45 seats, courier seat, plug door, centre sunken toilet, centre continental door, fridge, curtains, radio/PA, trims.
1982 (PP) DAF DKTL - PLAXTON SUPREME V, 48 seats, Telma, rear N/S saloon toilet, tinted windows, curtains, servery.
1982 (X) LEYLAND TIGER 218 ZF - PLAXTON SUPREME VI GT, 51 recliners, power door, double glazed, Bristol Dome, side locker, soft trim, radio.
1982 (X) LEYLAND LEOPARD ZF - DUPL DOMINANT II, 53 seats, radio.
BEDFORD/FORD

1987 (D) BEDFORD YNV - ALGARVE, 57 seats, power door, side lockers.
1986 (C) BEDFORD YNV - PARAMOUNT 3200, 52 seats, power door, N/S/R saloon toilet, servery, boiler, boxed and wired for video, curtains, radio.
1986 (C) BEDFORD YNV - PARAMOUNT 3200, 53 recliners, radio, Webasto.
1982 (X) FORD R1114 - DUPL DOMINANT IV EXPRESS, 49 seats, tinted windows, side lockers, SBG front, (choice of 2).
1979 (V) BEDFORD YMT - DOMINANT II EXPRESS, 53 seats, power doors.
1979 (V) BEDFORD PJK - DUPL DOMINANT, 29 seats.
1979 (T) FORD R1114 - SUPREME IV, 49 recliners, curtains, side lockers.
MINIBUSES

1988 (E) ACE - PUMA PLAXTON PARAMOUNT, 35 seats, power door, side lockers, soft trim.
1987 (E) IVECO 79.14 - CAETANO VIANA, 19 seats, manual door, parcel racks, heaters, curtains.
1987 (D) TOYOTA - CAETANO OPTIMO, 21 seats, power door, curtains, tinted windows, forced air, reading lights.
1986 (D) MAN 8.136 - REEVE BURGESS, 32 seats, power door, radio/pa.
1986 (C) IVECO 79.14 - CAETANO VIANA GL, 19 seats, power door, reading lights, forced air, curtains, (choice of 2).
1985 (B) FIAT 60.10 - CAETANO BEJA, 18 seats, power door, curtains.

The year quoted denotes the date of first registration, not necessarily the year of manufacture.

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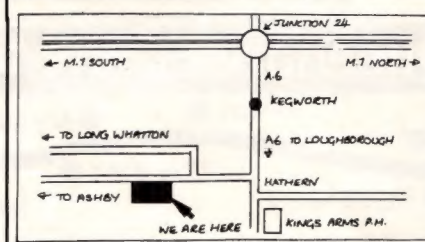


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USED VEHICLES

1985 (PP) Ford T152 Plaxton Paramount 35-str.	MoT Aug '90
1983 (Y) DAF DKTL Moseley Alfa 49-str. Toilet	MoT May '90
1982 (Y) Bedford YMT Duple Dominant IV 53-str.	MoT Oct '90
1982 (Y) Bedford YMT Duple Dominant Express 53-str.	MoT Jan '89
1982 (PP) Volvo B10M Duple Goldliner 53-str	MoT Jan '90
1981 (W) DAF Bova Europa 53-str.	MoT July '90
1981 (W) Ford Transit - Petrol - Minibus 12 str.	MoT Nov '89
1981 (PP) Volvo B10M Duple Dominant IV 53-str.	MoT Jan '90
1980 (V) MAN SR 280 49-str. Toilet	MoT Mar '90
1979 (T) Bedford YMT Duple Dominant II Express 53-str.	MoT July '90
1977 (S) Ford R1114 Plaxton Supreme 53-str.	MoT Nov '89
1977 (R) Ford R1114 Duple Dominant (Paramount Front) 53-str.	MoT Oct '89
1977 (R) Volvo B58 Plaxton Supreme - 12M - 51-str.	MoT Current
1976 (R) Bedford YRQ Duple Dominant 45-str.	MoT May '90
1974 (M) Bedford PJK Plaxton 29-str.	MoT May '90



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Ten Deltas for Reading

MUNICIPAL 'arm's length' company Reading Transport has taken delivery of 10 Optare Deltas, worth £¾ million, in an outright cash purchase.

The Deltas, all to Optare's full Citybus specification which includes striking Belgian-made seats, will be employed on the company's South Reading circular route – on a ten minute peak time headway in each direction. And the peak vehicle requirement (PVR) of 10 vehicles will ensure that the vehicles will be fully used.

They will replace 10 Scania Metropolitans and join a mixed fleet of 50 Scania Metropolitan, 50 MCW Metrobus, 15 Leyland Olympian (10 with Optare and five with ECW bodywork) and 12 Leyland Titan double deckers. None are older than 1977/78 and all have full air suspension. The company also runs six MCW Metroriders and two Optare StarRider midibuses.



One of the Optare Deltas for Reading Transport.

At the hand over in Reading by Optare MD Russell Richardson, Reading's engineering manager Paul Shepherd told *Coachmart*: 'We run a mixed fleet but had no single deckers, yet given vehicle capacity there is a significant price advantage with them.'

PSV registrations are down

REGISTRATION of new PSVs this August was down 17 percent on the same period last year, says the Department of Transport, while registrations were up for cars and HGVs.

Coachworld launched

COACHWORLD, a new monthly management magazine for the coach industry, is launched this week by EMAP Response Publishing, the publisher of *Coachmart*.

The first issue carries in depth features on the operation of Mecca Leisure's Smith Shearings/National Holidays business, on the Ikarus and Van Hool coachbuilding businesses, on operational experience of speed limiters and a profile of leading independent bus and coach proprietor Len Wright.

Coachworld is being circulated to regular *Coachmart* readers and to senior managers.

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Are you in?

DON'T forget to return the questionnaire enclosed with last week's *Coachmart* to be sure that your coach or bus company is listed in the 1990 *Coachmart* Guide.

All operators are entitled to a free listing, provided they return the form enclosed with last week's issue and with the first issue of *Coachworld*. If you do not have a form, then phone guide editor Jill Knight on 0733 558391.

New outlet

KIRKBY Coach and Bus is to use redundant buildings at the Plaxton Duple service facility at Ware as a new sales outlet, providing Enfield-based Arlington with competition in the London area.

Derbyshire-based Kirkby says the move is an interim arrangement while planning consent is sought at another site, but that this first stage of introducing a southern outlet will serve the area when London Buses is privatised.

Optare/DAF Metrobus deal

THE MCW Metrobus double-decker, the last remaining strand of Laird's MCW bus business, has been acquired in a joint venture between Optare and DAF NV for an undisclosed amount.

Leeds-based bodybuilder Optare bought MCW's Metrorider integral minibuss business in July (*Coachmart* 547, July 27) – and has already increased its co-operation considerably with DAF, and Alusuisse, on the Delta bus project.

Optare MD Russell Richardson told *Coachmart*: 'Together with DAF we have bought the designs, tooling and spares operation – and will be producing new double-deck Metrobuses within the next 15 months'.

The MCW chassis will be sent to DAF in Eindhoven in the Netherlands where a suitable chassis will be developed. It is thought this will not resemble the SB220 chassis used for the



Optare MD Russell Richardson

Delta but will be firmly based on the original MCW chassis.

Meanwhile, Optare is to work on a redesigned body which will represent the 'Optarisation' of the vehicle in a similar manner to the Metrorider – insofar as the design will reflect the builder's more futuristic concept of the double decker for the 1990s.

Richardson said: 'We have two options – we either tidy up the body, or design a brand new body perhaps with Alusuisse

construction.'

Whichever option is chosen the chassis will be produced in the Netherlands and the bodies in the UK.

According to Richardson, the first production models will be available in 1991. In the meantime, current Metrobus fleet owners will be provided with spare parts from MCW's existing parts operation based at the Saltley Trading Estate in Birmingham.

Optare has also bought the manufacturing rights to the Metroliner coach in the deal, and Richardson said: 'We have not left anything lying about for others'. He told *Coachmart* Optare was not interested in competing within the UK coach market, so production seems extremely unlikely.

According to Richardson, the partnership intends to return to UK annual production of between 300 and 400 vehicles, with 150 for the Far East.

Ensignbus

DOUBLE DECK BUSES

1969-70 BRISTOL VRT1. ECW bodies, Gardner engines, current test certificates.
1971-74 BRISTOL VRT2. ECW bodies, Gardner engines, current test certificates.
1974-80 BRISTOL VRT3. ECW bodies, Gardner engines, current test certificates.
1975-77 BRISTOL VRT3. Northern Counties, 2 door, no test certificates.
1972-75 LEYLAND ATLANTIAN AN68. East Lancs and Park Royal bodies, current test certificates.

SINGLE DECK BUSES

1974-77 LEYLAND NATIONALS. 10.3m bus or coach, 4/90 – 6/90 test certificates.
1975 LEYLAND NATIONALS. 10.3m, 2 door with 6/90 test certificates.

USED COACHES

1982 'X' reg BEDFORD YNT Plaxton Supreme V, 53 seats, 4/90 Test Certificate.
1981 'W' reg BEDFORD YNT Duple, 46 reclining seats and spare set of 49 fixed seats, current test certificate.
1982 LEYLAND TIGER Duple Goldliner, 46 seats, d/glazing, toilet on saloon floor, current test certificate. Choice of two.
DAF MB. 'C' reg 85/86, Berkhof, 49-53 seats, sunken toilet at rear, automatic gearbox.

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LEFT – The stylish lines of the Deauville P559 are shown to good advantage in the uncluttered demonstrator livery.

BELOW – Two low steps provide access to the cab area, with a further two of similar height taking passengers to the central aisle.



MAN-SIZED JONCKHEERE

ALTHOUGH the Jonckheere Deauville is no stranger to *Coachmart* road tests, I couldn't resist the invitation from Jonckheere to put this vehicle through its paces on the MAN S 290 chassis.

MAN's previous excursion into the UK coach market involved its SR280 integral which did not sustain significant sales levels. The new vehicle follows a decision by Jonckheere to market 12 chassis to right hand drive specification. Supreme of Hadleigh and North Mymms have taken one each, Coliseum three and Hallmark has taken five at the time of the test.

The test vehicle, priced at £106,389 ex-VAT, represents one of the two remaining 1989 chassis – the other is earmarked for the BCC show.

Jonckheere is sufficiently encouraged by initial sales of the MAN/Deauville combination to have a further

The Jonckheere Deauville has already met with considerable success – but how will it fare in the UK with its MAN S 290 chassis? Staff writer Mike Morgan gets his teeth into one of the first right hand drive models and finds it a highly desirable proposition.

12 chassis destined for 1990 delivery. But Barry McCrae, Jonckheere's sales executive, anticipates an approximate 7 percent price increase for the coming season.

Build

Body specification can be tailored to meet individual requirements. The demonstrator I sampled was to a very high specification, especially the chassis – featuring ABS together with manually controlled Telma and foot operated exhaust brake, in addition to its 290bhp MAN D 2866 TOCH turbocharged

diesel engine.

It features the low-driver position which complies with Jonckheere's perception of market trends.

The high floor P599 body-styling incorporates a very attractive front profile incorporating rectangular twin headlamps and a horizontally split screen. The screen enhances the low-driver concept with both an uninterrupted view for the passengers and more economic replacement.

Unlike the Volvo/Jonckheere combination tested earlier this year (*Coachmart* July 20, 1989), the MAN features a vertical

engine mounted at the rear.

This means the off-side continental exit and toilet are both central in a sunken location. And the underfloor driver's sleeping compartment, equipped with mattress, heater and intercom, is centrally adjacent rather than at the front.

Obviously destined for continental and upmarket tours, this coach is naturally equipped for curtains and blinds, although these were not included in the test vehicle specification. The vehicle also has provision for one central-forward mounted monitor and video equipment.

ROAD TEST



This view of the driver's area shows the neat instrument array, and the slightly off-set main dials. The proximity of the gear lever to the driver's seat can also be seen.

The quality of both build and the fittings is generally high and, when combined with the traditional coachbuilding techniques at the Roeselare factory, provides a product with a potentially long life.

A jig built frame with anti-corrosion treatment is fitted with body panels – a combination of galvanised steel along the side, and aluminium for the locker doors. GRP – which Jonckheere claims is not only watertight but stronger – is used for the wheel arches, lower front panel and the one piece roof.

The rear aspect, with the engine compartment ventilation grill blending well with the overall design, gives a welcome aesthetic relief.

Luggage accommodation is necessarily underfloor. With the exception of the area required for the driver's bunk and sunken toilet, the whole of the area between the axles is available. Two nearside flaps and one off-side flap provide access to an area with minimal intrusion from the chassis support members.

This European heavyweight is very adequately equipped for long distance travel. Sound insulation is very good, being improved by the fitting of double-glazing to the test vehicle, and would doubtless be

enhanced by the optional full draw curtains to the side and rear windows.

Passenger Comfort

Polyrib carpet was fitted to the steps, driver's area and the full gangway. As well as improving the look and feel of the passenger environment it also looked as if it would be very hard wearing.

The carpet was fitted with round headed metal pins which, in my opinion, do not prevent the risk of accidentally catching the edge of the carpet, particularly on the step edges.

Through the air-operated passenger door two shallow steps take the passenger to the entrance area, which is relatively spacious and unobstructed. A further ascent of two equally acceptable steps leads to the gangway – ramped for the length of the first four seats.

Vogel Quadro 3000 reclining seats are included in the specification with headrest covers and magazine nets. The test vehicle was equipped with 51 seats, although two additional seats may be included.

Seat belts are fitted to all exposed seating, with padded top rails protecting passengers in the front seats and those adjacent to the continental exit.

Each passenger is provided with an individual reading light and forced air ventilator.

The full length parcel racks incorporate all the lighting and ventilation, but the heating is

ducted at floor level with dash mounted ambient temperature control. Although there are separate controls for the cab area to give a fairly comprehensive system, I would have appreciated the addition of a cooling fan. This would supplement the driver's signalling window and would reduce unpleasant wind noise.

Access to the central sunken toilet, which was fitted with a Thetford Electra Magic 80 unit and wash basin, was what one would reasonably expect on a coach.

Although video equipment was not fitted to the test coach, Blaupunkt SQM 26/ACR 950 audio equipment was. Sound reproduction from both radio and cassette was superb – a feature which I fully appreciated as a consequence of the low noise levels, particularly towards the front of the coach.

Located centrally on front dash, the audio controls and microphone are ideally situated for courier operation. The courier seat is of the reclining type, but its range of movement is restricted by its location. Nevertheless, space and comfort for the courier is good – without being so good that the courier would be discouraged from responding to passengers'.



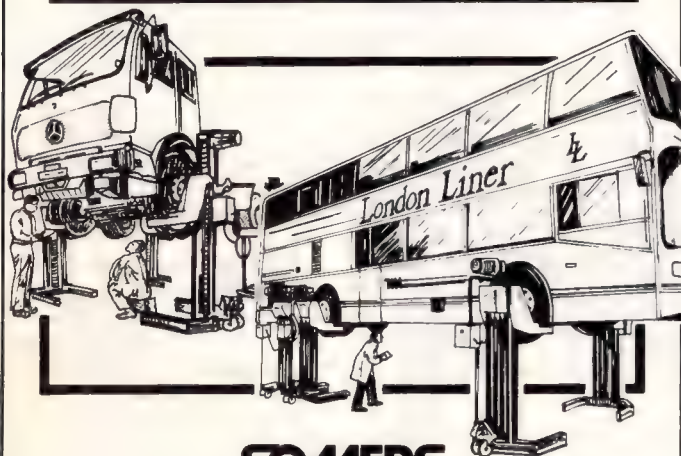
There is minimal seat intrusion at the rear off-side emergency door.

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LEYLAND

1981 LEYLAND LEOPARD Duple Dominant semi-automatic, Mark II, 49 seats.
1980 12m LEYLAND LEOPARD semi-automatic, Plaxton Supreme, 50 reclining seats, MoT 30.10.89.
1980 12m LEYLAND LEOPARD semi-automatic, Duple Dominant, 50 reclining seats, MoT 26.04.90.
1979 LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 19.05.90.
1979 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 23.06.90.
1979 LEYLAND LEOPARD Duple Dominant, semi-automatic, Mark II, 47/49 seats, choice of 5
1978 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant, 50 reclining seats, MoT 23.04.90.
1978 12m LEYLAND LEOPARD, semi-automatic, Duple Dominant 50 reclining seats, MoT 11.09.90.



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BEDFORD

1979 BEDFORD YMT Duple Dominant, 53 reclining seats, MoT 30.12.89.
1979 BEDFORD YMT Duple Dominant MkII, 53 seats
1975 BEDFORD Duple Dominant, 53 seats.
1974 BEDFORD PJK Duple 29 seats.
BRISTOLS
1974 BRISTOL LH401, Plaxton, 43 seats.
1968 BRISTOL RELL Gardner engine, ECW, 53 seats.
FORD
1977 FORD R1114 Duple Dominant, 51 seats.

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range 1300-1500 rpm, and power output falling after 2200 rpm, it is just as well that engine speed is limited to 2300 rpm. In the relative peace of the cab area the fall in power comes in suddenly. Close adherence to the rev-counter would encourage appropriate gear changes.

The pedal controls are excellent. Three column stalks for indicators, wipers and Telma have a good positive action. Unfortunately the wiper controls and the Telma stem control are in close proximity and the operation of the Telma often gave rise to the involuntary operation of the

Specification

Vehicle Type: MAN S 290/Jonckheere Deauville P599

Price:

£106,389 ex VAT

Dimensions:

Length.....11,980mm
Width.....2,500mm
Height.....3,500mm
Wheelbase.....5,900mm
Rear overhang.....3,335mm
Front overhang.....2,745mm

Weights:

GVW.....(design) 18,200kg

Engine:

Type.....MAN D 2866 TOCH vertical six cylinder turbo-charged 4 stroke direct injection diesel.
Swept volume:.....11.97 litres
Bore:.....128mm
Stroke:.....155mm
Max output.....290 BHP (213kW) at 1800-2,200 rpm
Max torque.....885 lbf ft (1200 Nm) @ 1300-1500 rpm
General.....Water cooled with thermostatically controlled hydraulically operated fan. Radiator mounted at the rear. Dry element air cleaner.

Transmission:

Gearbox.....ZF S6 - 90 fully synchronised 6 speed manual.

Gear Ratios Max Speed RPM
1st 6.37:1 10 mph 2,300
2nd 3.71:1 18 mph 2,300
3rd 2.15:1 30 mph 2,300
4th 1.36:1 49 mph 2,300
5th 1.00:1 67 mph 2,300
5th 0.82:1 72 mph 2,300
Reverse 5.88:1

Clutch.....Single dry plate.
Hydraulically actuated self adjusting air boosted.
Final drive.....MAN H07-1080 with outboard planetary drive.
Ratio 4.20:1.
Front axle.....MAN V7 - 75L rigid beam.

Steering:

Type.....ZF 8046 re-circulating-ball hydraulic power assisted.
Wheel...550mm two spoke adjustable for rake and height.

Brakes:

Type.....Dual circuit pneumatic split front and rear (EEC system).
Parking.....Spring brake actuators.
Exhaust brake.....Pneumatically actuated exhaust back pressure brake.
Auxiliary brake.....Telma FOCAL 190 brake retarder with manual

control.
General... ABS anti-lock brake system, brake wear indicators. Air driers.

Suspension:

Type.....Full air.
Front... Two bellows with two double acting shock absorbers.
Rear.....Four bellows with double acting shock absorbers.
General.....Anti roll bars on front and rear axles. Levelling valves - two on front - two on rear. Vehicle raising facility.

Electrical:

General.....24 volt.
Alternator.....120A.
Batteries.....Two low maintenance 170Ah.
Starter.....5kW.

Used Distance MPG
Leicester to A604 60.00 litres 290.80 km 13.69
(13.20 gals) (180.69 miles)
A604 to Ferrybridge 53.75 litres 198.40 km 10.43
(11.82 gals) (123.28 miles)
Ferrybridge to M61 53.23 litres 151.10 km 8.02
(11.71 gals) (93.89 miles)
M61 to A57 23.40 litres 142.40 km 17.19
(5.15 gals) (88.48 miles)
A57 to Leicester 44.81 litres 100.70 km 6.35
(9.86 gals) (62.58 miles)

Wheels and Tyres:

Type.....disc wheels.
Rims.....8.25 x 22.5.
Tyres.....295/80R 22.5 tubeless.

Equipment:

Econocruise speed limiter.

Performance:

0-30mph.....11 seconds.
0-50mph.....30 seconds.
0-70mph.....60 seconds.
50-70mph (in top gear).....35 seconds.
Lowest comfortable speed in top gear.....25 mph.

Fuel Consumption:

Test route length.....883.4km (548.92 miles).
Fuel used 235.19 litres (51.74 gallons).
MPG (average).....10.18.

ROAD TEST



The rear end is attractive as well as functional. The 3.5 metre height is well disguised by the combination of high rear window and inconspicuous engine ventilation grill.

wipers. This was not the only feature to demonstrate the value of a two-day test.

During the first day I encountered difficulty with the gear change – being stiff, obstructive, and more significantly too much of a stretch for first and second gear. However, the technique was to use gentle persuasion – not to rush the change, then it almost became a delight to use.

Operation of the spring actuated hand-brake was hindered by the close proximity of the fire-extinguisher to the driver's right elbow. The Telma was first class, and the exhaust brake gave the driver an option which comes into its own on long descents where vehicle retardation can be held under the control of the driver's left foot.

Although I did not test the ABS facility, its presence, together with the other safety features, was very reassuring when I encountered torrential rain on the Greater Manchester section of the M62.

Despite the excellent pantograph wipers, there was poor visibility through the off-side driver's mirror during this downpour. Vision through the nearside mirror remained admirably clear, so the problem is probably due to poor mirror siting, which may also account for the wind noise mentioned earlier.

The mirror, being at eye-level, also obstructed vision at junctions. Apart from this criticism both external mirrors

gave clear vision down the side of the coach.

The interior mirror mounted on the beetle-brow horizontal windscreen dividing strip was set at passenger seat cushion height which somewhat restricted its usefulness. In addition, the high set rear window would benefit from a 'rearscope' to avoid uncertainty during reversing, or indeed changing motorway lanes when knowledge of vehicles immediately behind is important.

I was generally satisfied with the ZF power steering, although there was a slight vibration and pull to the left on the test vehicle. The steering wheel was adjustable for height and rake. However, because of the

upright nature of the steering column, some of the of the full range of rake movement was lost.

Performance

The combination of MAN 290 bhp engine and ZF S6 – 90 gearbox provides a smooth and unruffled performance. Maximum speed was restricted by the Econocruise speed limiter to 72 mph.

Acceleration was adequate, without being exciting. I recorded a 0-30 mph time of 9 seconds, with 50 mph achieved in 14 seconds.

Progress through the gearbox had to be carefully judged. With ratios of 1.36:1 and 1.00:1, gears four and five are close together. Sixth gear can be regarded as an

overdrive, so that a change down to fifth is useful if extra torque is required. This is reflected in top gear acceleration times of 50-70 mph in 35 seconds. Fifth gear gives a maximum speed of 67 mph.

The engine did prove to be very flexible. Lowest comfortable speed in top gear was 25 mph. Selection of the wrong gear was marked by a lack of response rather than complaints from the mechanical components.

Fuel consumption figures did vary significantly. The levels of the different re-fuelling sites can account for some of this. However, the main problem was ensuring that the tank was indeed full to the neck. The overall result was 10.61 mpg for the 548.91 miles of the test. This needs to be considered against the high mechanical specification.

Low average speed during the heavy rain on the M62 may give some explanation for the exceptional 17.19 mpg on this stretch of the test.

Verdict

The 3.5 metre high floor configuration gives spacious comfortable accommodation, uninterrupted views and a quiet relaxed ride. With high specification this MAN makes an ideal continental touring machine.

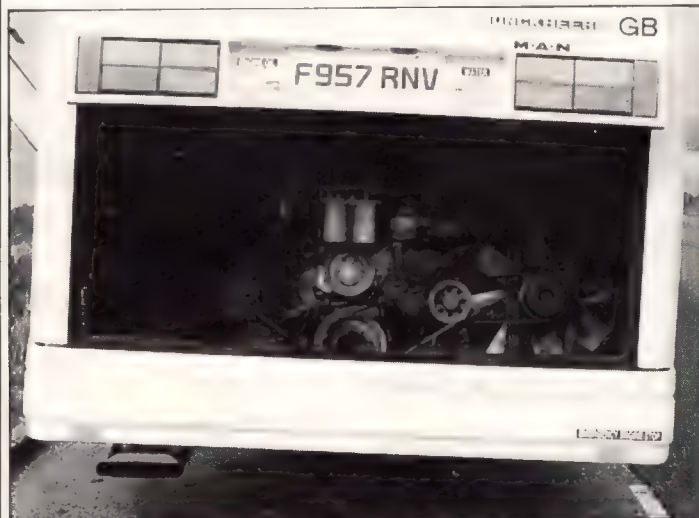
Access to the mechanical components also benefits from the high floor. The engine bay is particularly spacious.

During the first day of my test I only encountered undemanding level roads. However, crossing the Pennines twice suggested for some applications the choice of a 360 bhp unit would be advisable. This is currently being evaluated in left-hand drive form.

At present, the larger engine is only available on left-hand drive underframes, such as those specified by KHCT for its Voyage National fleet.

My reservations about the location of the gear change still remain, and the slow nature of its operation had a consequential effect on my acceleration figures. I felt sure these could have been bettered.

Jonckheere has entered the market with an exclusive coach. There is no doubt that this combination produces a very desirable vehicle from both the passenger's and operator's point of view.



Access to the rear mounted MAN vertical engine is very good. However, the lockable parallel lift access hatch required considerable effort to close.

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FLEET UPDATE



Before and after ...

▲ These 'before and after' photographs illustrate the transformation achieved when Willowbrook rebodied a Leyland Leopard for Loch Lomond Coaches. The 13-year-old bus had previously been bodied by Willowbrook. Equipped with new Warrior body the re-registered vehicle incorporates Purmo heating and moquette trimmed bus seats.



Clintona's swift choice

▲ This Leyland Swift is one of a pair supplied by Avondale International to Clintona Minicoaches of Brentwood, Essex. Fitted with Portuguese-built Elme Orion bodywork, both vehicles feature 31 coach seats, courier seat, and Blaupunkt PA/radio/cassette. The 3650 mm wheelbase chassis is fitted with Cummins B series turbocharged engine.

Painted in white with blue lines, the coach is pictured with Chris Swift of Avondale and Bob Staines, Clintona's managing director.

A winner for Winns

Winns Coaches, Northallerton have taken delivery of this 12 metre Dennis Javelin. Fitted with low driver Plaxton 3200 two star body, the coach is equipped with 53 seats, soft trim, radio/PA/cassette, rear continental door and courier seat.

The blue/green/white livery was applied by the suppliers, Yeates of Loughborough.



FLEET UPDATE

DAF duo at Hanmer

Another two DAFs have joined the fleet of Hanmers Coaches, Wrexham. Pictured is one of the 51 seat Van Hool Alizee bodied MB 230 LBs. At the handover are Jim Martin of Hughes DAF with the second and fourth generations of Hanmers Coaches.

The chassis specification includes front disc brakes, raise and kneel device and four position speed limiter. The body features reclining seats, demountable toilet, courier seat, coffee machine, TV and video, curtains and entrance carpet.



Caetano for McKinnon

West Durham Coach Sales Ltd has supplied this Caetano-bodied Optimo to Isle of Colonsay operator

McKinnon.

The 21 seat coach is to GL specification and is powered by Toyota engine.

Volvo pair for Whippet

Supplied by Arlington, this is one of two new Northern Counties bodied Volvo D10Ms recently placed in service by Whippet Coaches, Fenstanton.

The 80 coach seat double-deckers have been added to the fleet to meet increased demand in the Cambridge area.

Whippet operates 44 vehicles, half of which are double-deckers. The new Volvos will operate on the company's three-times-daily London service and on private hire.

The specification includes soft-trim interior and Purmo heating.



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RULES ON NEGLIGENCE ARE SCANDALOUS



ANYONE who has read *Coachmart* for even a few months will have come across one of the traffic court reports in which the commissioner has referred to "Prohibition notices which have been endorsed 'Neglect'".

Innocent readers may be forgiven if they assume that the word 'neglect' was written on the prohibition notice and that the operator who was the subject of the public inquiry therefore had full and effective notice of the charges being made against him.

As we live in a democracy in which common law has always required that a man should know the indictment which he faces in any court, it is almost unbelievable that this is simply not the case at a Traffic Commissioner's public inquiry. Prohibitions are not, literally, endorsed with the word 'neglect' in large letters. It is not even written in the smallest print.

This endorsement is signified by a code, known only to a few. It may then be thrown up in the face of some hapless operator who is already floundering in a public inquiry.

Opposite the address panel on a prohibition notice there is a matrix of boxes with alphabetical index letters. From research I have conducted I can advise that the majority of the information which vehicle examiners inscribe thereon is fairly innocuous.

In the main it provides quick and easy to process, factual, statistical information. From markings in various boxes the statisticians can determine whether the prohibition was for a PSV or HGV; whether it was empty, laden or over-weight; examined on or off the road or at an annual test; whether it was being used by an operator or dealer and other unremarkable information of this nature which requires no challenge to its documentation in codified form.

But beware box 'C'! For the endorsement of the letter 'N' in

Department of Transport
Transport Act 1980

PROHIBITION ON DRIVING A PUBLIC SERVICE VEHICLE ON A ROAD

..... Traffic Area

				A	B	C	D
				E	F	G	H
				J	K	L	M

By virtue of the powers vested in me by the above Act, I hereby prohibit all driving on roads of the vehicle specified below:-

Identification No. of Vehicle Make

Licence No. (if any)

DEFECTS OCCASIONING PROHIBITION

A prohibition notice ... beware of box 'C'.

this box signifies that the vehicle inspector is of the opinion that the maintenance of the vehicle has been neglected.

The use of this matrix to record, in a coded manner unintelligible to most operators, a subjective assessment is, in my view, an evil, sinister and unjust practice quite unworthy of a regulatory body in a democracy.

Not only have most operators, until my exposure, been blissfully unaware of this dubious practice; there is an even worse aspect: the fact that this secret and subjective opinion of a vehicle inspector is not open to appeal of any kind and will remain on an operator's record in perpetuity.

It may thus influence a Traffic Commissioner's decision on a licensing matter long after the event, with the operator having had no opportunity whatsoever to remove this dark stain of character assassination from his record.

For, remember as I have noted previously, there is no ability to appeal against the issue of the prohibition notice as such, nor to represent that the items listed thereon are factually incorrect. The only line

of appeal, and one rarely, if ever, exercised (I have never known any operator use this procedure), is to appeal against the refusal to remove the prohibition.

If such an appeal course were to be pursued it is clear that the arguments advanced regarding the refusal to lift the prohibition must relate to the listed defects (or any others discovered when the vehicle is presented for clearance).

The subjective assessment of 'neglect' is not a matter which affects the lifting of any prohibition and will not, therefore, be affected by an appeal.

That any man's ability to remain in business can be put in jeopardy by a vehicle inspector's fleeting impression of an operator's maintenance as a result of a brief spot check in some isolated lay-by, crowded bus station or coach park; with this impression being passed on to the regulatory Tribunal by means of a coded message in a form not known to, and not appealable by, the person at risk is, in my opinion, a scandalous abuse of power by the regulatory bodies.

That is bad enough, but I understand that it has actually moved a stage further in at least one traffic area. Here the commissioner tells me that he does not normally have the vehicle inspector concerned at any public inquiry.

He feels that V.Is have more useful things to do than hang around traffic courts. He feels that the prohibition notice is, itself, absolute and conclusive evidence as to the facts at the time of issue.

In the course of representing others at, or advising them preparatory to, a public inquiry, I have unearthed numerous instances where the degree of defect is a material matter which requires clarification at the inquiry.

'Defective direction indicator' has been inspector's shorthand to describe the failure of the bulb in a single side repeater unit; 'oil leak from lift pump' could imply a gush of fuel spurting on to a hot exhaust, but examination of a vehicle inspector showed it to be only an odd drip which did not constitute a fire risk at all.

An inspector never writes 'RECENTLY fractured spring leaf' - but questioning at an inquiry will often elicit the opinion that, in the absence of rust stains, the break appeared to have happened only a short time before inspection.

Surely, the purpose of a public inquiry is to ascertain the true facts, the degree of the problem and to arrive at acceptable solutions. I fail to see how these objectives can properly be achieved if important actors in the drama are missing from the stage.

It would appear to me that, by regulation, appeal decision or simple change in procedures; the matters I have brought to readers' attention are requiring same rectification in the interests of equity and justice. How, or if, this will come about, time will tell. In the meantime we operators have to live with it.



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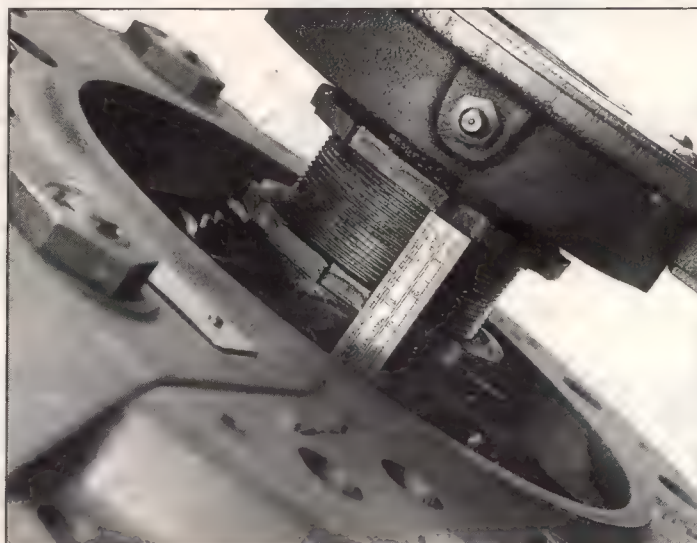
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GET THE BEST FROM WORKSHOPS

Are you wasting time and money in your garage? It may even be happening without your knowledge. Here in another Coachmart special, we examine the best ways of running a happy and successful workshop.



Clutch wear measured without hassle ... this is a Lipe after-market example

the fitter feels about using it.

Extra workshop space is always a problem. The situation of most workshops makes expansion difficult so the only answer is often better use of the space available. Vehicle lifts are sometimes a bottleneck, with immovable coaches on them for hours while spares are sought.

A second lift, even a simple

one, is always worth investigating. Even if not in use, lifts waste little space, since they can be used temporarily as parking bays for more minor jobs. Two-post construction may well prove more useful than four-post for some jobs, and in any case take up less space.

If space flexibility is the criterion, mobile vehicle lifts may be an answer. Four of these independent units, which can be wheeled into position at each axle, enable vehicle inspection to be carried out at any convenient floor space in the workshop.

It goes without saying that good diagnostic equipment improves throughput of vehicles in the workshop. For instance, much time can be wasted stripping clutches for inspection when other, perhaps newer, after-market clutches offer self-diagnostic features to give the

engineer an immediate indication of clutch wear, and are simpler to adjust.

Fault diagnosis in ABS braking systems – with their complex electronics – is easily accomplished with the manufacturer's diagnosis unit. Usually, a hand-held display unit simply plugs into the system before automatically instigating a rigorous self-test routine. By comparison, trial-and-error testing is time-wasting.

The simplest tasks waste the most time and money. In a workshop staffed by skilled fitters, it's not unusual to see them painstakingly cleaning engine parts. Short of taking on less skilled – and therefore cheaper – staff to release fitters for other jobs, the answer could lie in time-saving cleaning fluids... paraffin and elbow grease may have had their day.

Most industrial chemical companies can advise workshop managers free of charge, and offer safety guidelines for the use of their products to keep the operator in line with the new safety regulations.

Happiness, for operator and fitter alike, is an empty workshop. In the heat of the moment, it's all too easy to overlook the simple changes in workshop practice which could put more cash in the bank.

Change may mean better tool storage, cleaner floors, any number of changes in routine or a complete workshop re-fit.

● The European Transport Maintenance Council holds its conference this year on November 26 to 29, at the Queen Elizabeth II Conference Centre, Westminster. The conference promises to give the answers to improved workshop efficiency, and provide a forum in which fleet engineers and managers can discuss problems with manufacturers. Registration is through the ETMC's HQ in Belgium. Phone Jan Van Rijswijcklaan, on Antwerp (32) (3) 237 3627 for details.

A BUSY workshop is a sign of health in the garage trade ... but a sign of sickness for the coach operator.

Breakdowns are part and parcel of running any vehicle, and the purpose of the workshop is to minimise both the number of breakdowns and the number of hours the vehicle spends off the road. In a big fleet, better workshop efficiency could give the operator a couple of days' extra work per week from his coaches.

Staff are, of course, the hub of any busy workshop. Many companies go out of their way to ensure the workshop technicians are comfortable. A common philosophy is one of clean, dry and warm workshops, coupled with a good rate of pay and a significant incentive scheme. A good fleet engineer makes time to talk to all his staff and so is in touch with both them and their problems.

Another way in which basic workshop efficiency can be improved is through the fleet itself. Variety may be the spice of life, but in a coach fleet, it could be the bane of your life.

Sticking to one chassis type, one power unit and similar gearboxes means that fewer spares need to be carried. It's not difficult to avoid capital outlay on spares if you take advantage of the 'pay as you use' shelf stocking systems offered by parts distributors. An additional benefit is the staff's familiarity with the vehicle and hence faster fault diagnosis.

If new tools can make the job easier or faster, they will repay the investment both in the saving in workshop time and in the extra time the coach spends on the road.

But it's not an easy equation to calculate. The operator has to take into consideration not only the frequency with which the tool will be used and the time saved by using it, but also how

Just plug in, press the button and track down the problem. Grau's ABS braking system, like many electronic-based PSV systems, can be checked much more simply with a purpose-built unit.



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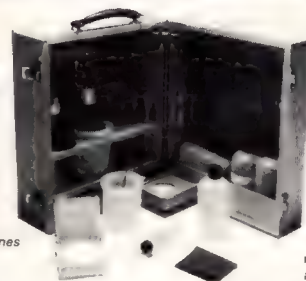
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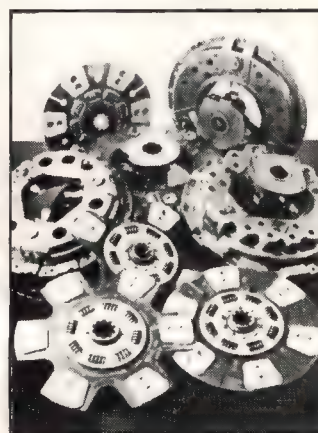
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Bova Europas like this have been the backbone of the fleet for a number of years.

WOODS AIMS TO BE BEST IN BOGNOR

A WATER treatment engineer and a corner shop owner aren't the most likely basis for a successful coach company.

But when Bill Woods, a former South London shop owner, set up a taxi business with water engineer Roger Elsmere in Bognor Regis, they set the scene for what was to become one of the town's most successful operators, Woods Holidays.

Bill Woods used to visit his parents who lived in Bognor and he soon realised the quality of life was far better than his home environment in South London, so he sold his corner shop, gave up his sales rep position and moved south with the aim of opening a restaurant.

Suitable premises could not be found and the family needed an income, so Woods bought a taxi and took to the road. His long time friend Roger Elsmere, a water treatment engineer who also owned a corner shop, visited Woods, liked what he saw, sold up and joined his friend on the taxi rank.

With Roger Elsmere at the helm, Woods Holidays of Bognor Regis is going from strength to strength. Adrian Thomas visits the firm and finds out how the former water treatment engineer came to be running a successful coach operation.



Roger Elsmere – at the helm of Woods Holidays.

After giving their situation much thought they came to the conclusion that the inhabitants of Bognor were not being offered what they considered a 'proper' taxi service. To rectify this they bought two new Zephyr 6s for £1207 each, complete with two-way radios. To match the silver grey cars, grey uniforms were acquired and their new chauffeur service began operation.

Within a short space of time the fleet was expanded to 10 cars, all driven by uniformed drivers and their venture turned into a profitable business with the drivers earning good wages.

At the time, taxi operation was organised by the local authority with inspectors checking vehicles and imposing a fare structure. With every operator charging the same the partners' success was firmly built on the level of service offered.

Following the deregulation of local taxis, in a similar way to the coaching industry's recent experiences, a price war ensued. This led to a drop in standards ►

and the arrival of the 'cowboy' operator.

The partners could not maintain the wage level previously enjoyed by their drivers when competing with owner drivers, therefore the whole operation including contracts and telephone numbers was sold two years ago.

With running such a large fleet of cars the inevitable happened and clients started requesting the use of a minibus. Rather than lose this new market it was decided to run an integrated business of cars and minibuses, with the purchase of a new N registered 12 seat Transit. The pair taught themselves the necessary skills to pass their PSV tests, which have been retaken with the purchase of larger vehicles.

Requests for small coaches followed and a 29 seat Caetano Sintra bodied Bedford was bought from Moseley along with a 49 seat Ford. The relationship between Elsmere and Moseley has continued to the present day and he says he has always found the company very fair, treating each operator as an important and valued individual.

The coaching business expanded quickly and to meet demand a second hand Bedford Val was acquired. This was not the happiest of vehicles owned, basically because it was too old and did not match the standard of the taxi fleet. The partners felt they were at the bottom end of the coaching market – the top was where they wanted to be.

In order to present a 'quality' image two new 'V' registered image two new 'V' registered Bedford Unicars, along with a Faro bodied Ford, were acquired. The Unicars were chosen because the partners had started a small tour programme and these machines, one of which is still owned, were considered ideal.



Bought new, this Futura was the first to enter the fleet.

June 1984 saw yet another upgrading of the fleet with the acquisition of an X registered 53 seat Bova Europa from Crusader Coaches.

The vehicle was in excellent condition and the partners were extremely pleased with its performance. This machine, which is still a member of the fleet, opened up a whole new operational world for Woods. Three further Europas have also entered the fleet, two fitted with toilets and all bought second hand.

The Faro was disposed of because the running costs were higher than full size machines and it spent a lot of time stood in the yard.

The first Bova Futura arrived in the spring of 88, being bought new from Moseley. Elsmere visited the Bova factory to pick out the moquette and was shown an engine and gearbox lying on the floor surrounded by bits of metal with his order number on a tag. A second Futura was acquired second hand this spring, giving the

company two impressive flag ships.

Elsmere said he likes the DAF engines and finds the vehicles basically very reliable, but the company is experiencing problems with clutch life. They have found that units need changing every 30,000 Ks, although a couple have been replaced after 15,000 Ks.

The problem has been exceptionally bad with the new Futura with two clutches being replaced under warranty. Because of this problem Elsmere has been looking at other chassis marques and is considering the possible purchase of an automatic Scania with Van Hool Alizee bodywork.

Elsmere has been impressed with the Bova bodywork which doesn't deteriorate with age providing, of course, it is looked after. Minor bumps, along with cracked bumpers, are replaced as soon as possible.

One 'C' registered Transit with Mellor bodywork is retained but the small fleet of minis

previously operated has been sold off. The company is finding the demand for minibuses is low and the profit return on the one owned is far from ideal. Private work for this size of vehicle appears to have virtually disappeared in the Bognor area.

Vehicle maintenance is sub contracted to a local commercial garage, which also offers parking facilities. The mechanics work to maintenance and inspection schedules formulated by Elsmere's staff.

To a degree the garage has an open cheque – any faults reported by drivers are automatically rectified without reference to Elsmere. This arrangement has worked very successfully for the last five years and although Elsmere has looked into acquiring his own maintenance and parking facilities the present set-up really suits his operation.

He said he believes companies should specialise in what they are good at – for Woods this is the operational side, not maintenance and repairs which are left in other capable hands.

There is no specific policy relating to vehicle life, with each machine being considered on its own merits. Coaches are repainted when necessary, as a faded exterior does not present the public with the right image. New power units are installed when the old engines get tired to ensure maximum reliability.

The operating name of 'Woods' was decided upon because Elsmere's previous experience had been that few



The company's two flagships proclaim the Woods motto to the world.

PROFILE

people could spell his name. The partners did look at a combination name but decided to settle for a name that would be easy to remember.

Sadly Bill Woods died in April 1988, leaving Elsmere to carry on the business. He said their partnership worked well because they both had completely different roles – Woods was the planner, while Elsmere was the front man. Usually their disagreements only related to small issues.

The partners' initial entry into the coaching world employed both them and their vehicles on private hire work. Wishing to be more involved with work planning, they decided the way forward was to enter the excursions and tours market.

Apart from a minibus run for the local education authority and the Bedford being employed once each week by the local prison, Woods has not actively sought contract work. Basically all its business is either self-generated or private hire.

Woods' first tour programme operated following the deregulation of coaching consisted of four British destinations. Over the years this has expanded to form a major part of Woods' present operation. This year 61 departures were offered to such destinations as Paris, Brittany, Exmouth, Lake Garda and Venice, Malvern Hills, Falmouth, Royal Deeside, Oban and Arran along with the ever-popular Blackpool illuminations.

Passengers spend between four and 12 days in the company of Woods' staff, with the programme running from March to November. Specialist tours are also worked and one is already arranged for next season to Oberammergau, for the Passion Play.

The price of each tour includes all the excursions and a door to door taxi service to and from the point of departure. Woods does not set out to offer the cheapest holidays available – it aims to provide a quality holiday to remember.

Elsmere pays particular attention to the small details, hence the built-in taxi service to and from home. This takes away the anxiety and hassle of carting cases and arranging transport experienced by so many people.

All hotel rooms offer bathrooms, tea and coffee making facilities along with colour TV. Basically Woods



This Futura is the latest addition and sports a personalised number plate.

tries to provide the same level of comfort most people enjoy at home. The majority of passengers are old people and his oldest passenger this year was a 92-year-old man who insisted on dancing the night away with the courier during the ferry journey back to England!

In 1984 the first A4 brochure was produced – before this, a small typed and photocopied publication was available for customers. This year's brochure has a full colour cover and back page depicting different destinations.

Two years ago air tours were included in the company's package to Jersey, Guernsey and the Isle of Man. Details are printed on a fly sheet which can be included in the brochure or handed out separately.

The whole trip is packaged up by Woods with coaches being hired in from island-based operators. It is planned to include Iceland and Israel in next season's programme. All the air tours are accompanied by a Woods courier, usually one

of the office staff, although on occasions an employee from one of the travel agents selling Woods holidays is offered the opportunity to wear a company uniform.

Woods' brochure is normally ready for public consumption by the beginning of November. Holidays are sold by 90 travel agents along the south coast and the package is fully bonded through BCH.

Although the backbone of the tours are U.K. destinations the European side is expanding each year. Elsmere finds that virtually all his tours sell well with passengers usually booking well in advance and the company also enjoys a high level of repeat patronage.

For continental destinations wholesale packages are bought in from the Norman Allan Travel Group and Euroflin while Woods makes its own UK arrangements.

Next year the holiday programme will be computerised. Elsmere, in conjunction with a local

computer specialist, has written a programme specifically for the company's Amstrad system. Basically all the paper work needed for a holiday, including baggage labels, will be produced.

On the excursion front Woods takes advantage of the numerous Wembley and large venue pop concerts, usually running full coaches. Elsmere describes this as a risky business area which needs a lot of thought. London theatre outings also prove popular when arranged, but Woods experiences considerable problems obtaining tickets.

Elsmere considers each job to have three elements: running costs, staff wages and profit. Pricings can vary depending on the time of year and level of work but once a quote has been given that is the price and it will not be altered.

If a client asks for a drop in the quote Elsmere just sites the names of four other companies who would have undertaken the work at cheaper rates if they were still in business.

Assisted by the transport manager, David Cole, eight full time drivers and six office staff, Elsmere firmly sees the company's future being in the direct sell tours market building on the foundations that have been carefully laid.

Perhaps the reason for the company's success is that he is in full control of his operation. He has even succumbed to the luxury – or irritation, depending on you view of a portable telephone – which goes everywhere with him.



The Bova Europas tend to carry different applications but are carrying the same colours as the Futuras.

THE COACHMART

As a professional within a busy and constantly changing industry, advice and help is always welcome. In today's tough economic climate, achieving greater efficiency – and thus greater profit – becomes yet another important task for the already busy coach operator. Here's where Coachmart can help you.

For the first time Coachmart is introducing a new service for its readers the Coachmart Conferences 1989. Aimed at personnel employed within the coach industry, the conferences will focus on two main topics: Image to Increase Sales and Financing for Profits.

Whether an independent operator, a member of a large organisation, or a newcomer to the industry, every delegate will receive practical advice to assist in the day to day running of a coach business.

In order to encourage a relaxed informal atmosphere for group discussion and questions, numbers have been limited to 50 delegates per conference.

For ease and convenience two dates for each topic have been arranged, one in the north and one based in London, four conferences in total.

The dates and venues are as follows:

● FINANCING FOR PROFIT	14th November 1989	Selfridge Hotel, Oxford Street, London.
● FINANCING FOR PROFIT	16th November 1989	Whitwell Hall County House Hotel, York.
● IMAGE TO INCREASE FOR SALES	23rd November 1989	St George Hotel, Harrogate.
● IMAGE TO INCREASE FOR SALES	27th November 1989	Kensington Palace Hotel, London.

Conference 1. Financing for Profit

Peter Rogers of Rainworth Travel will set the scene for the day, highlighting the implications and consequences of not managing the financial side of a business in the best way.

★ **MANAGEMENT ACCOUNTING**

A representative from Grant Thornton offers practical advice on how to use financial information to maximise business performance.

★ **COSTING BY THE VEHICLE MANUFACTURERS**

David Skinner of DAF Bus advises "how to make your next vehicle earn more profit for you".

★ **COMPUTING FOR THE COACH OPERATOR**

Michael Eaton of Mundy tells you "let your computer take the strain".

★ **LEASING**

A representative from Havelet Leasing discusses leasing as opposed to buying and its future role in the industry.

Conference 2. Image to Maximise Sales

John King, Managing Director of Wallace Arnold Tours, presents the public perception of Coach Travel and discusses how image can be used to attract new customers.

★ **TRIUMPHING OVER IMAGE**

A representative from Lada Cars talks about how to make image work for you.

★ **MARKETING FOR THE COACH INDUSTRY**

John Cockerhill from The Tourism Workshop discusses the relevance of marketing to the coach industry and explains what it can do for your company.

★ **PR IN PRACTICE**

Lindsey Swan of Holder Swan Public Relations advises on PR in general. How to maximise the use of local press to publicise your business.

★ **CORPORATE IMAGE AND DESIGN FOR PROFIT**

Ray Stenning of Best Impressions discusses how to make design and corporate image work for you.

★ **TRAINING STAFF TO DEAL WITH CUSTOMERS**

Carys Thomas of Trusthouse Forte advises on the importance of customer care and how courtesy pays at all levels.

CONFERENCES 1989

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But hurry! Places are limited to 50 per conference.

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Or ring our credit card hotline on 0733 63100 and ask to speak to Jean Jarvis.

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Finance for Profit, Selfridge Hotel, Oxford Street, London – 14th November ☐Finance for Profit, Whitwell Country House Hotel, York – 16th November ☐

Image to Increase Sales, St George Hotel, Harrogate – 23rd November ☐

Image to Increase Sales, Kensington Palace Hotel, London – 27th November ☐

Name _____ Job Title _____

Company _____

Address _____

Post Code _____

(CM/13/10/89)

I enclose cheque for £..... (£29.95 per conference for Coachmart subscribers/£75 non-subscriber) (delete as appropriate)

[illegible]

Expiry date of card _____ Name (as on card) _____

Address _____

Signature _____ Date _____

Licence cut-back for Mike Groves

THE vehicle authorisation on the licence held by Sheffield operator Mr Michael Groves, trading as Mike Groves, has been reduced from 12 to 10, by the North Eastern Traffic Commissioner, Mr Frederick Whalley.

In addition, the Commissioner has prematurely terminated the licence so that it now expires in 12 months time, instead of at the end of July 1993.

Mr Whalley said his decision meant that Mr Groves, of Calvert Road Garage, Calvert Road, Sheffield, will have to decide for himself whether to reduce his private hire operation or the scale of his local service operation.

The latter would require the cancellation of one or more registrations, and in the circumstances he would be prepared to consider any application to waive the normal 42 days notice required for the cancellation of registered services.

The Commissioner had been considering taking disciplinary action, after refusing in chambers, an application to increase the vehicle authorisation from 12 to 15 vehicles.

Mr Norman White, a Department of Transport vehicle examiner, told a Leeds public inquiry he had visited Mr Groves' premises in June. He examined seven vehicles, issuing one delayed prohibition, two immediate prohibitions and seven defect notices. The condition of the vehicles indicated a low standard of inspection.

It was stated that comprehensive inspections were carried out every four weeks, with intermediate safety checks every two weeks. Few defects were noted on the inspection records.

A number of defects found during his examination should have been obvious on a driver's inspection. The amount of

breakdowns recorded indicated that maintenance standards were low.

The average age of the vehicles in the fleet was 14 years and vehicles were being acquired just for cannibalisation for spare parts. Mr White felt that Mr Groves would have difficulty in maintaining an increased fleet.

Questioned by the Commissioner, Mr White said there were four skilled fitters, which should be enough men to do the job.

In reply to Mr John Barnes, for Mr Groves, Mr White said the inspection records were in order. The problem was basically the standard applied by whoever was inspecting the

Commissioner, Mr White said that as he understood it, inspections had been carried out by the workshop foreman. He had now left Mr Groves's employment and a new fitter/foreman had been appointed.

There were four fitters in addition to the foreman. He agreed that taking parts off vehicles that were being cannibalised, and fitting them to operational vehicles, doubled the work and that the normal ratio of fitters to vehicles did not apply in such circumstances.

However, that was not necessarily the case here, said Mr White, as only a few vehicles had been acquired for cannibalisation. He believed that the high intensity of vehicle

When he started, he wanted to be friends with people. He now realised that he had got to be the boss.

vehicles. He would say that the person concerned was not up to the job. The vehicles were engaged on local service work and in layman's language were "getting tired".

They required much more comprehensive maintenance than more modern vehicles. The inspection period was adequate if the inspections were up to standard. The problem with the age of the vehicles was that certain spares were becoming very hard to acquire. There was basically nothing wrong with acquiring vehicles to cannibalise.

He agreed that the facilities had been improved in the last 12 months by the construction of an extra inspection pit. His basic opinion was that the problems stemmed from one man who had not done his job, said Mr White.

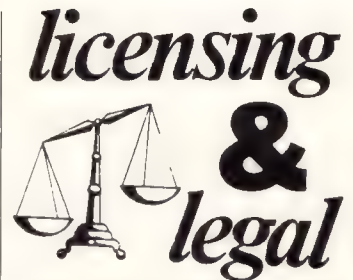
Questioned further by the

usage in the operation of local services was a factor in the problem.

In reply to Mr Barnes, Mr White said vehicles involved in stop/start operations, which tended to shorten the life of brake linings and gearboxes, took "a hell of a banging".

Consequently, operators on such operations tended to get a great many more breakdowns than on a coaching operation. He did not know how many vehicles Mr Groves had on the road. He did not feel the fact that the buses were only operating a short period, some 12 hours a day, improved the situation. It was the type of operation that was the problem.

After Mr Barnes had produced accounts, Mr Whalley said that on the basis of those figures there seemed to be no reason why maintenance should suffer.



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Mr Groves said he had been a coach and bus operator for the last 10 years. Initially, he had overseen some of the vehicle checks himself. He had found that there was a problem, in that if a fitter found a difficult job that he did not want to do, he would overlook it.

Consequently, he set on a garage engineer to inspect the vehicles and then check that the repairs had been carried out. He had started him on last September, and he had given him carte blanche.

He had spent £5,000 in the first week on equipment the person concerned thought that he needed. That person had let him down, otherwise he would not be before the Commissioner now. The work had still not been getting done and it had been costing him £12,000 a year not to get it done.

The person concerned "went down the road smartish". He had fired him. He then discovered that one of his fitters was highly qualified, and he had given him the job, paying him an extra £3,000 a year. That person was directly responsible to him, said Mr Groves.

There were 10 buses in service and 13 operational vehicles. He had three spare vehicles, as the age of the vehicles meant that things went

wrong. He had been caught out when he started the local service job, as brake linings were going every six weeks while in coaching they were only replaced every 12 months.

He was also caught out by the wear on the gearboxes, which were semi-automatic. The fitters were now getting quite clever at replacing gearboxes.

Mr Groves said the drivers handed in defect reports every night with their money. He had now got a vehicle inspector that he felt he could rely upon. He had installed an additional inspection pit and a steam cleaner.

The engines and transmission units were steam cleaned every day, as Gardner engines had a problem with oil leaks which resulted in a build-up of dirt.

When he started, he had wanted to be friends with people, said Mr Groves. He now realised that he had got to be the boss. One of the prohibited vehicles had been off the road, and was over the pit being prepared for its annual test. However, he accepted that it should not have had loose linings in any event.

After Mr Groves said he had not got the inspection records with him, as he had not been asked to bring them, Mr Whalley said they would have been a very relevant piece of evidence.

Questioned by the Commissioner, Mr Groves said he had about 17 vehicles in possession, including 13 service buses. They had one vehicle in for test all the time, so they actually had two spare vehicles. All the vehicles were radio controlled, as they did not want to lose any mileage if they had problems on the road.

Mr Whalley commented that for whatever reason, Mr Groves' maintenance system had clearly broken down. Mr Groves had given an undertaking that he would keep his vehicles in a fit and serviceable condition when he applied for the licence.

Mr Groves said he had thought that he was doing, but he accepted that, on the facts, he had not kept to that undertaking.

In future, he would have to do more inspection work himself and oversee the staff more. He had started the job with all the wrong vehicles.

He had very little knowledge



of local services work. A month on that work for a vehicle was like 12 months on private hire. He had asked for advice and he would take a more active role in the future.

In reply to Mr Whalley, Mr Groves agreed that he was not a skilled fitter himself. He said the foreman fitter now reported to him daily. He agreed that an independent audit inspection at regular intervals, which would tell him whether his staff were doing their job, would be a good idea.

He would consider arranging for such a system to be introduced, said Mr Groves. He did not feel that he had "bitten off more than he could chew". There was the staff there to do the work. The money had been spent, it was just that the person concerned did not do the job. He was proposing to update his vehicles and he had been to see several dealers.

Mr Whalley commented that even if the fleet was updated, it would still need maintaining.

Questioned further, Mr Groves said he had 10 vehicles engaged on local service operation and two vehicles on private hire. If the fleet was reduced to below 10 vehicles he would have to cancel some of the local service registrations.

He needed two private hire vehicles as he was committed to private hire contracts until December. He did not believe in "having all his eggs in one basket".

Mr Barnes said it was evident that the problems had stemmed from one person, who had been employed to inspect the vehicles, identify the faults at an

early stage, and tell the workforce what work needed to be done.

That had not happened. When the situation was revealed by the vehicle examiner, the person concerned was dismissed and replaced. Mr Groves had done as much as was humanly possible. As an employer, he

had to rely upon his employees.

Mr Groves was trying to keep on top of a very competitive business. He now had the staff he believed he could rely upon.

Mr Whalley said that, on the evidence of the prohibitions and defect notices, he found that the vehicles had not been kept in a roadworthy condition. The reason for that might be rather complicated, but it stemmed in essence from a lack of management control.

However, said Mr Whalley, having heard Mr Groves's assurances for the future, he had decided not to make any direction concerning the operation of local services, and to allow the licence to continue with a reduced vehicle authorisation.

He proposed terminating the licence early to give an opportunity for an early review. He was in effect imposing a probationary period on Mr Groves, during which he would have the opportunity of showing that he had got the will and ability to maintain his vehicles properly.

Drivers and company are fined

STEVENSONS of Uttoxeter Ltd, and four of the company's drivers, were ordered to pay fines and costs totalling £900, when they admitted a series of drivers' hours offences, before the Derby Magistrates.

The drivers pleaded guilty to a total of 21 offences of failing to take the required amount of weekly rest.

They were Mr Stephen Collinge, of Lichfield, six offences; Mr David Russell, of Etwell, six offences; Mr Arthur Prince, of Winhill, near Burton-on-Trent, six offences; and Mr David Royall, of Newhall, near Burton-on-Trent, three offences.

The company pleaded guilty

to causing 16 of the offences by the drivers, and not guilty to causing the other five.

Indicating that those pleas were acceptable, Mr John Hodgson, prosecuting for the Eastern Traffic Area, said he was satisfied that in respect of five of the allegations the company could not cause something that was outside its control.

The drivers were charged with failing to take a weekly rest period of 90 hours after not more than 12 days of duty in the months of June and July 1988. The matters arose under the EEC drivers hours legislation. The regulations concerned were ones of some complexity and were specialised.

They could be said to impose a burden on operators.

However, he drew the analogy that they were similar to the rules of a sport. It was incumbent on anyone who took part to know the laws, and they could not complain if they were penalised by the referee when they did not comply with them.

Anyone who carried on a transport business had to be familiar with the drivers' hours regulations, as it was part of their daily business. The regulations concerned ensured that there was uniformity throughout the EEC.

Their purpose was twofold. Firstly, they were designed to ensure that drivers took adequate rest periods and did not drive for excessive times. Secondly, they were designed for the benefit of the drivers, so that they worked under civilised conditions.

There was no suggestion that these drivers had been breaking the regulations in relation to the daily hours of driving and rest, said Mr Hodgson. The problem here was the weekly rest period, which was designed to ensure that a driver started the week in a relaxed condition.

A driver normally had to take a weekly rest period after six daily driving periods. However, there was an exception to assist operators like Stevensons, who operated public service vehicles on non-regular services, where it was not so easy to regularly plan on a weekly basis. In such circumstances, the regulations required what was in fact a fortnightly rest period.

Drivers were given the option of complying with the weekly rest period requirement, or of running two weeks together. They did not have to declare which they were taking at the start.

During a routine examination of the company's tachograph records it came to light that these drivers were not complying with the weekly rest requirement.

Driver Royall had started work on July 3. He then worked on each day until the early hours of July 9. At that point he had the option of taking a rest day or of carrying on.

In fact he took a rest of 29 hours 15 minutes, which did not count as a weekly rest period. He had the option of going on to July 14, and the company had the option of rostering him to do

so.

In fact, Mr Royall worked until July 14 and instead of taking the required rest, he worked as usual on July 15 during the course of an extended tour at Hastings. That was one of the matters withdrawn against the company, as Mr Royall was not supposed to be driving on July 15.

It appeared that out of the goodness of his heart he did some work for the tour company. He then carried on working until July 21, before taking the appropriate rest break.

The position of the other drivers was by and large the same, said Mr Hodgson. The charges against the company in relation to Mr Collinge had been withdrawn as he had driven at Criccieth when he was not supposed to.

Generally, the drivers were getting rest days, but the rest days were too short to comply with the regulations. It was not a case of Stevensons requiring the drivers to drive every day, but of the company miscalculating and not rostering the drivers so that they took a proper break.

When interviewed, Mr Royall said if it was shown on the notice board, he worked. He had assumed that it was in order if the company rostered him to work. He had not been given instruction in detail about the regulations.

The other drivers said much the same, said Mr Hodgson. Mr Prince said he thought that 36 hours rest was enough in each week. It was perhaps lax on the driver's part. As professional drivers, it was incumbent on them to know what the regulations were.

When Stevensons' operations manager was interviewed, he said the offences had been committed due to ignorance on the part of the drivers and vagueness on the part of the company.

He said no formal instruction had been given to the drivers concerning weekly rest and no check was carried out on the weekly rest periods taken. The company had previously not had any formal system for checking tachograph records but it had just entered a contract for the computer analysis of its tachograph charts.

Mr Hodgson said Stevensons ought to have known the law.

They appeared to have been lax in observing the law and, as a result, caused their drivers to drive at times when they should not have been driving.

It was clearly a matter of concern that so many offences had come to light. They stemmed from a dereliction of duty on the part of Stevensons, and a failure by the company to appreciate its responsibilities.

Defending, Mr Geoffrey Davies said there was no suggestion that the drivers had been spending long hours at the wheel. It had really been a hiccup in what were extremely complicated rules. It was a question really of when a rest period was not a rest period. There had been no hazard caused or mischief done. The drivers were all experienced men, skilled at driving coaches.

The company accepted responsibility for causing the offences, as it acknowledged that the drivers willingly carried out the duties allotted to them. As they had been working to rosters, it was hard to argue that the company had not caused or permitted the offences.

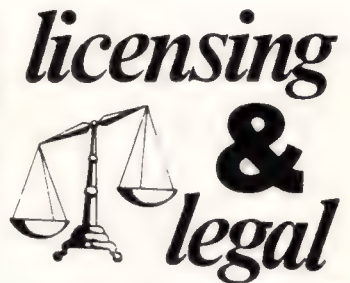
They were complicated regulations, said Mr Davies. If a rest period was short by a few minutes, it did not count as a rest period at all and the driver had to take the option of 12 days and a "double" rest period. It was something that was far easier to spot afterwards than at the time.

In Mr Royall's case, he had taken a party down to Hastings. He moved the coach one kilometre on his scheduled rest day at the request of the hotel porter. That had been sufficient to upset the calculation as to his rest period. Mr Royall had been honest enough to put a chart in the tachograph.

Mr Collinge had taken a party to Criccieth. Perhaps the weather was bad. He was kind to his passengers and took them off for half a day somewhere. That again mucked up the schedule as far as the roster was concerned.

There was a case of a driver taking 34 hours 56 minutes rest when he should have taken 36 hours. Each day thereafter that that driver drove technically amounted to an offence.

It was not a case where the drivers had been expected to "flog their guts out" driving their vehicles to the detriment of the public. In most trips, the



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driving periods were interspersed by long periods of inactivity.

It was not like a lorry driver having long stretches at the wheel. Was a driver more refreshed after taking 90 hours off, or after taking 48 hours off? The driver would often go off and do something else, which perhaps involved driving.

Mr Collinge had been with Stevensons since 1984, having been a PSV driver since 1983. Mr Royall had been with the company since 1977, having been a PSV driver since 1971. Mr Prince had been with them since 1978, having been a PSV driver since 1963.

Mr Russell had been a PSV driver since 1960. None of them had previously been before any court for offences of this nature, and none of them had ever been involved in a serious accident.

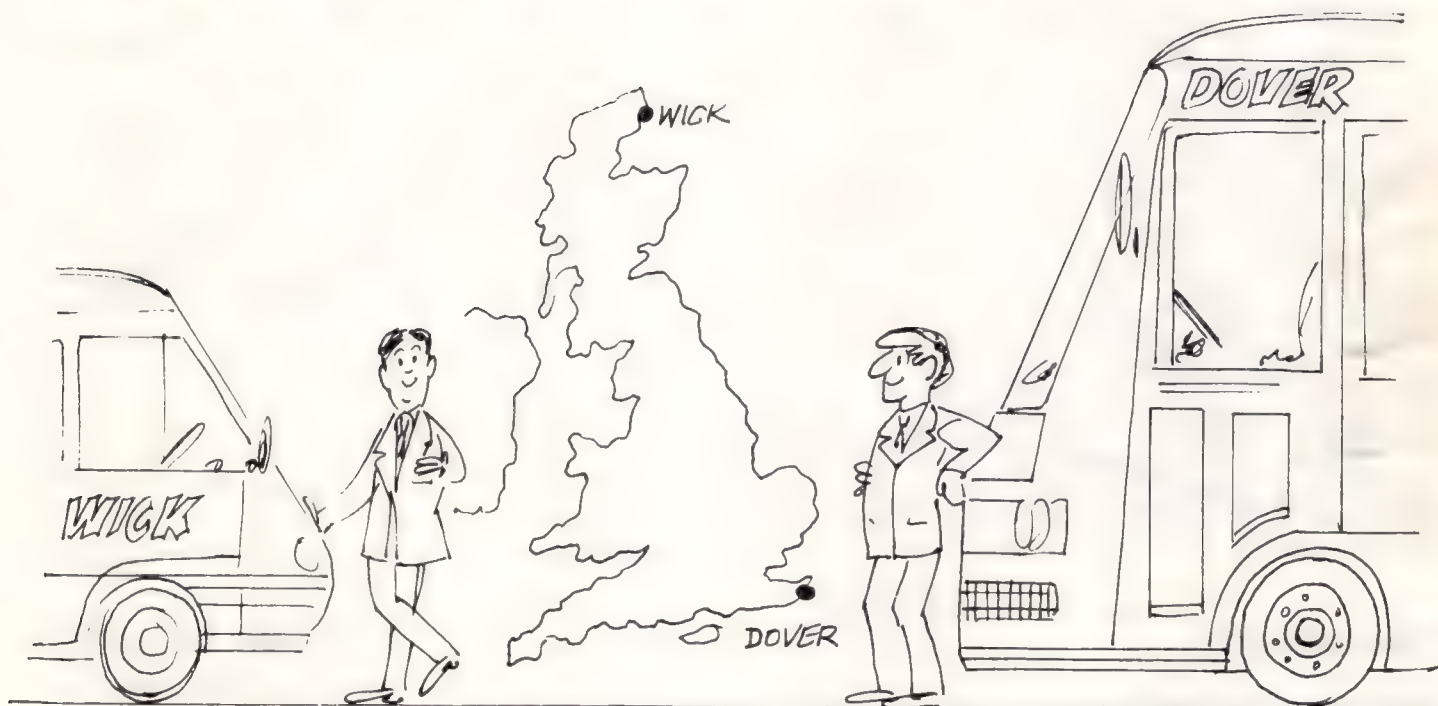
Mr Davies said Stevensons had been formed in 1926 and it now operated a fleet of 150 vehicles, covering the whole range of passenger services. Twenty drivers were based at the garage concerned and only these four had committed offences.

The charts were now sent off each week or fortnight for analysis, and that threw up any infringements.

It was a matter of very considerable concern for the company that its hitherto high reputation had been blemished by these matters. It had been an isolated hiccup in the company's administration that had been acknowledged and nipped in the bud.

Stevensons was fined a total of £350, and ordered to pay £150 prosecution costs. Each of the drivers was fined £100.

FROM A MINI-BUS IN WICK



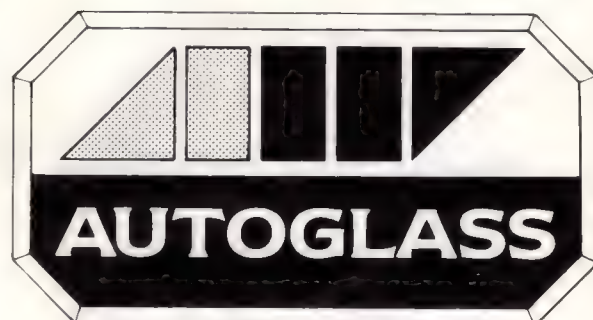
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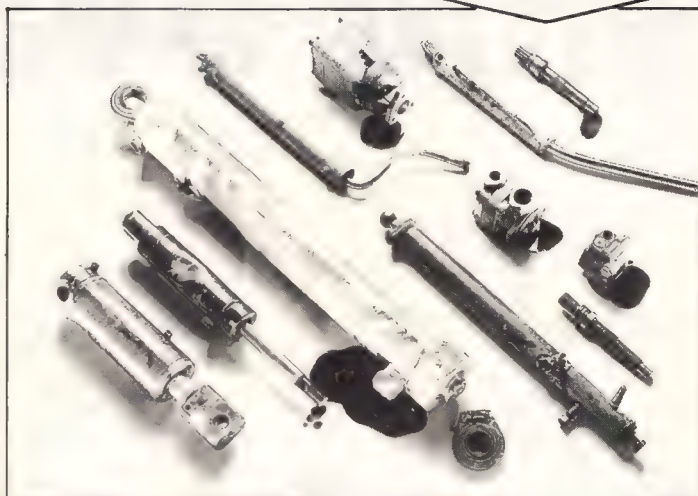
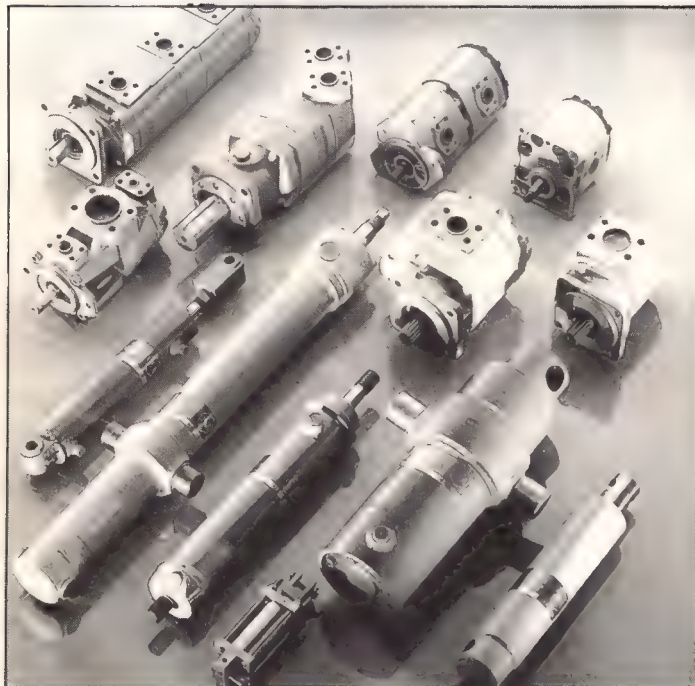


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Essex.

Details of the company's work can be obtained from Peacock and Archer, Higher Woodcroft, Leek ST13.

Servicing made easier

CUMMINS L10 power units will become easier to fully service with the launch of a new overhaul kit, says the makers.

The kit (shown right) comprises pistons, rings, liners, bearings and gaskets, packaged in a box which will enable the parts to be carried together to the vehicle. The kit is available from all Cummins stockists.



Lightweight cleaners

CARRIED like a rucksack, the Victor Back-Vac (pictured below) may be less cumbersome than most vacuum cleaners and speed the daily cleaning routine.

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Avoid those icy patches

POLICE cars, ambulances and new coaches are being fitted with the Zero Ice Detector (pictured left), an electronic device which monitors the air temperature close to the road surface to warn of approaching danger of ice patches on the road.

Reaction of the unit to sudden changes is almost immediate, giving a red warning light on the dashboard. Further details of the unit are from Zero Products, tel: 0621 58185/50244.





SHOW PREVIEW

A GUIDE FOR VISITORS



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(31746/SV/56)

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The Bee Line operates a total of 200 buses and coaches
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vides 'Londonlink' commuters' and shoppers' services
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We now have a vacancy for a Local Manager to take
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The successful applicant will be responsible to the com-
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This is a post which will suit an individual with supervisory
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Applications with CV and details of current salary and ap-
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27 October, 1989:

Mr A J Braddock, General Manager, The Bee Line, Water-
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2XJ.

T-H-E-B-E-E-L-I-N-E 

Busy being better.

(32404/SV)

APPOINTMENTS

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Applications enclosing a full CV with personal details, education and present employment should be sent under Personal cover to:

Mr G J Clarkson
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New Writtle Street
CHELMSFORD CM2 0SD

To arrive no later than 27 October 1989.

(32405)

APPOINTMENTS

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Telephone: (0492) 75858/76182 – Ask for Vicki. Fax: (0492) 74810

★ 54 bedrooms en suite ★ Equipped with colour TV, radio, tea makers ★ Telephone ★ Inhouse Entertainment ★ Lift ★ Dance Floor ★ Public Restaurant and Bar ★ Sauna ★ Sunbed ★ Superb sea views ★ Near Pier, Main Shops etc.

Available from 15th October 1989 until March 1st 1990. 5 days (4 nights) £70 half board (including room en suite, colour TV, tea maker, now taking bookings for 1990.

Terms from £118 to £128 per week. (Single room supplements) (12 single rooms). (32529/HO)

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(30915/HO/54)

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1965 BEDFORD 20 seater, 2.20 diesel engine, immaculate condition, tested Jan 1990. Offers.

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PX POSSIBLE
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(32568/BE)

BEDFORD

1978 BEDFORD 500, 45 seats, MoT March '90, two owners from new, good condition, excellent runner, very reliable. £5,750 ono + VAT. Tel. (0203) 373439.

(31868/BE/57)

1976 BEDFORD PLAXTON, 45 seater, very good condition for year, taxed and tested, reconditioned engine fitted, choice of two. Offers. Tel. (05212) 3478, evenings 6550 6159.

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53 seats, POD, vgc, POA

1980 YMT PLAXTON SUPREME IV

53 seats, exceptional condition, express doors, curtains etc, POA

1985 BEDFORD YNT PLAXTON PARAMOUNT 3200

53 recliners, POD, curtains, outstanding condition, fitted single plate clutch, ZF gearbox, POA

All vehicles are tested, serviced and ready to work. All are subject to VAT.

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(32485/BE)

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MoT and taxed July 1990, low mileage, immaculate condition inside and out, superbuy at only

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Please Phone
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1980 BEDFORD YMT PLAXTON

53 seats, power door, radio, pa, decorative curtains, Bristol dome, MoT Jan 1990, good condition.

£11,500 ovno

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2 x 1974 (Private Plates) 466 & 500 YMTs

Both MoT to May '90, PA systems, curtains, Dominant II bodied, 53 seaters, excellent condition, owner driven, only ever been used for tours, excursions and private hire.

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Plaxton 51 seats. **Tested** to July '90, **taxed** Dec '89. Reconditioned gearbox and alternator. Approx **£2,000** spent on other mechanical repairs.

Some private hire work available
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£7,000 + VAT ovno.

All inclusive.

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(32559/BE)

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53 seater, Express Dominant, long MoT. **£7,500.**

1978 BEDFORD YMT

53 seater Dominant, manufacturers recon engine fitted Aug, new MoT. **£6,500.**

1974 BEDFORD YRT

53 seater Plaxton Elite Express, in daily use, ideal for contracts etc. **£3,000.**

For further details ring

(0279) 28889 (Essex)

(32562/BE)

BEDFORD 1974 53 SEAT DUPE DOMINANT

MoT'd Sept 1990, 500 recon-engine fitted, approx **£2,000** spent on maintenance over the last 14 months, repainted, replacement gearbox batteries, springs etc, taxed until Feb 1990.

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(31854/BE/57)

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53 seats, MoT Oct 1990, excellent condition inside and out, exterior white and maroon.

£9,250 + VAT

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1982 BOVA EUROPA, 51 recliners plus courier, Telma exhaust brake, radio, pa/cassette, very good condition. **£28,500 + VAT.** Tel. (0732) 61380.

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All above vehicles fitted radio, PA. All usual extras.

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1977 BRISTOL, LH, 401 Plaxton Express, power doors, 43 E-type seats, all white, taxed, MoT, very good runner. **Tel. Mark Bowen on 0746 766811.**

(32537/BR)

DAF



March 1983

DAF MB 200 DKT PLAXTON PARAMOUNT 3200

53 E-type seats, double glazing, air suspension, PA system, radio/cassette, Jason drinks machine, MoT March 1990.

£33,000 + VAT

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76 seat double decker, all extras. Available immediately in plain white **£85,000.**

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A bargain at £22,000 + VAT

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50 reclining seats, curtains, double glazing, air door, MoT Dec '89.

£24,500

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48 reclining seats, double glazing, curtains, drinks machine, toilet, courier seat, MoT Nov '89.

£32,000

1983 DAF DKFL VAN HOOL ALIZEE

48 reclining seats, Webasto heating, double glazing, curtains, drinks machine, toilet, wired for video, driver's bunk, courier seat, MoT March '90.

£42,000

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48 reclining seats, Webasto heating, air conditioning, curtains, drinks machine, driver's bunk, toilet, radio/TV, wired for video, double glazing, continental door, courier seat, MoT March 1990.

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All vehicles are subject to VAT and are maintained to the highest possible standards.

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FRANK HARRIS JNR on ESSEX 0708 864911, Fax 0708 865715
FRANK HARRIS (COACHES) LTD,
GRAYS, ESSEX

(31847/DAF)

1985

DAF SB 2300

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49 recliners, centre toilet, Radio, P/A, video, carpets, Many extras, long MoT, Excellent condition throughout, Must be seen.

£48,000 + VAT ono
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(31870/DA/57)

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 double glazed, curtains, Telma, recent respray, good clean motor
**£15,225**

1973 WILLOWBROOK, 43 seater
 service bus, high back coach seats, power door, good reliable vehicle in daily use at present **£2,500 ono**

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(31896/FO/57)

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1975 FORD PLAXTON COACH

45 seats, Express door, very good condition, MoT 1/6/90, own. **£2,500 ono.**

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49 recliners, very good condition, MoT 31/5/90. **£3,000.**

Tel. 06802 813, Bowmen's, Isle of Mull

(32533/FO/58)

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1973 DAIMLER FLEETLINE DMS, Gardner engine, 71 seats, test until Jan '90. **£4,500 + VAT. Tel. (0403) 65313.**
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Power door, side lockers, Bristol dome, MoT July '90.

~~£6,500~~ **£5,900 ono - choice of 2**
 (1 with red seats and 1 with brown)

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Power door, side lockers, MoT Aug '90.

£3,900 ono

All these vehicles are in very good condition.

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(0902) 763880

(32453/FO)

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1976 LEYLAND LEOPARD, 10 metre, 45 seats, private plate, £7,000 + VAT. 1971 LEYLAND LEOPARD PLAXTON, 12 metre, 53 seats, £6,000 + VAT. Ideal contract vehicles in daily use. Please contact Fraser Eagle, Accrington. **Tel. (0254) 398911.** (30921/LE/55)

LEYLAND

**1981 LEYLAND LEOPARD
PLAXTON SUPREME IV, 53
seats, air door, radio/PA,
long MoT£19,500**

**1980 LEYLAND LEOPARD
PLAXTON SUPREME IV, 53
seats, air door, radio/PA,
long MoT£17,500**

**Both vehicles in first class
condition.**

**Contact
JOHN BRIDGE
(0702) 552995/557261**

(32481/LE/58)

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Plaxton Paramount II 3200 Express,
choice of 1 x 11 metre, 49 fixed seats with
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£40,000 + VAT.

or 5 x 12 metre with 53 fixed seats.

£45,000 + VAT.

*Both with hydraulic transmission,
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1973, 1974, 1975. Certified.

Immediate availability.

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Executive specifications, servery, coffee
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£31,000 + VAT ono

**Tel. (0780) 65555 or 55546
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(32473/LE/58)

7ft 10in 45 SEATER PLAXTON BODIED LEYLAND LEOPARD

Semi auto, Telma, auto lube, power door,
new MoT, available from mid Nov.

£23,000 + VAT ono

**Tel. Mr Braund on
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Wallace Arnold Tours**

(30930/LE)

**W REG LEYLAND LEOPARD 0680 PLAXTON SUP-
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(32550/LE)

**LEYLAND LEOPARD with 1986 Plaxton Paramount
3200 body, 53 seats, PAS, MoT 4/90 £24,000. LEY-
LAND TIGER 1982 Supreme V Express, 53 seats,
£22,000. Mr Peddle, Stevensons of Uttoxeter. Tel.
0889 562131.**

(32540/LE/58)

**1972 LEYLAND LEOPARD, 49 seats, MoT'd to May
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dition. £5,500 ono. Tel. 061-793 6782.**

(32556/LE)

1981 LEYLAND LEOPARD PLAXTON SUPREME IV

53 seats, air door, radio/PA,
long MoT
£19,500

1980 LEYLAND LEOPARD PLAXTON SUPREME IV

53 seats, air door, radio/PA,
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Both vehicles in first class condition.

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Contact John Bridge
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**have three 1981/82 Leyland
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All vehicles have been operated
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Fitted with Telma, double glazing,
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**MAN HR280 HIGHLINER (private plate), 46 large
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SR 280 LOWLINE

53 seats plus courier, toilet, new
registration, originally Y Reg,
owner driven and maintained to a
very high standard and is in super
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inside and outside, new tyres, new
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Retirement Sale £39,500

**Please ring 01-346 5134
to view**

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**1985. 49 Vogel recliners, double
glazed, coffee machine, toilet,
video, 2 TV's, driver's bunk,
Webasto, Voith retarder.
Immaculate condition inside and
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£45,000 ono

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(32544/MAN)

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**1984 (A) 608D. Coachcraft, 21 seater, owned by our-
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(31833/ME/57)

1984 (A) MERCEDES 21 SEAT REEVE/BURGESS

Fully reconditioned, certificate of
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£12,000 (no offers)

**Full finance and lease facilities
available**

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(the following vehicles owned by us since new)

1981 VOLVO B58 JONCKHEERE BERMUDA

Fitted with 53 refurbished/reclining seats

~~£39,500~~ **Reduced** to £34,500 + VAT ono **CHOICE OF 2**

1982 VOLVO B58 JONCKHEERE BERMUDA

Fitted with 49 refurbished/reclining seats, courier seat, toilet, continental door, driver's bunk, hot drinks facilities.

~~£44,500~~ **Reduced** to £39,500 + VAT ono

1982 VOLVO B10M JONCKHEERE BERMUDA

Fitted with 53 refurbished/reclining seats, courier seat.

~~£44,500~~ **Reduced** to £39,500 + VAT ono

1983 VOLVO B10M JONCKHEERE BERMUDA

Fitted with 51 refurbished/reclining seats, courier seat, continental door, driver's bunk, toilet, video, hot drinks facilities.

~~£49,500~~ **Reduced** to £44,500 + VAT ono

All these vehicles are equipped with pa systems. Full service history is available on request. For further information please call Ian Cocking (Operations Director) on

01-453-0922

2 Radford Estate, Old Oak Lane, Harlesden, London NW10 6UA

(31849/VO/57)

1982 VOLVO B10M JONCKHEERE BERMUDA

49 recliners + courier. Wired for TV, video, toilet, drinks machine and fridge, PA, radio/cassette, built to Tempo 100 spec, taxed, MoT Jan 90, excellent condition.

£42,000 + VAT.

Tel. 091 267 7109
(Tyneside)

(32558/VO)

1986 B10M PLAXTON 3500

49 plus courier seats, TV/video, toilet, coffee machine and fridge, built to Tempo 100 spec, Blaupunkt PA/radio/cassette, Webasto.

£60,000 + VAT

Telephone: (0294) 605454

(31891/VO)

1981 W REG VOLVO B58 VIEWMASTER GT

Air overleaf, tinted windows, 45 recliners with shades technics toilet or 49 recliners, excellent mechanics and bodywork with radio cassette PA, 6 months test.

£27,000 + VAT

Tel. (0325) 312705 daytime
(0325) 320177 eves/weekends

(32459/VO/57)

EXCEPTIONAL OFFER

This vehicle is now surplus to requirement.

1984 (A) VOLVO B10M CARIBBEAN

Full executive specification, 49 recliners, white, very good condition, possibly available with 1st class UK work, May-Oct 1990. Compare this price.

£42,000 Finance possible

Tel. 0836 322241 anytime,
091 38 65070

(32530/VO/58)

1983 VAN HOOL ALIZEE VOLVO B10M, recliners, toilet, hot drinks machine, radio cassette, PA, video, Webasto, Telma, offers over **£43,000**. Tel. Durham City Coaches 091 378 0540. (32461/VO/58)

1987 VOLVO B10M PLAXTON 3500

51 reclining seats, toilet, video, hot drinks machine, excellent condition.

£65,000 ono

Tel. 089684 360 or
089682 2175 (evenings)

(32524/VO/58)



VOLVO B10M P90 EXECUTIVE

very high spec, low mileage, 12 months MoT, meticulously maintained, mint condition throughout, 51 recliners plus extra seats and tables, new Frenzel drinks machine and fridge, intercom/telephone, video, plus 7 TV monitors, toilet etc, taxed until Feb 1990.

P.O.A.

Telephone: (0742) 345247

(31853/VO)

1982 VOLVO B10M PADANE EXECUTIVE

49 recliners

Centre sunken toilet *Water boiler

TV & Video *Courier seat

Aircraft style lockers *Private plates

MoT Feb 90 *Choice of five

£25,000 + VAT

Tel. D J Dodds,
Dodds Coaches Ltd
Troon 0292 312312

(32566/VO/58)

TELLINGS GOLDEN MILLER COACHES

Have for sale the following coaches in excellent condition, these vehicles have only been used on our Glenton Tours Contract.

C Reg 1986 VOLVO B10M 12 metre Plaxton Paramount 3200 40 seats, MoT till February 1990, choice of 2.....£62,000 ono

C Reg 1986 VOLVO B9M 9 metre Plaxton Paramount 3200 20 reclining seats, wardrobe & individual sound system, MoT till February 1990, choice of 2.....£57,000 ono

B Reg 1985 VOLVO B10M 11 metre Plaxton Paramount 3200, 40 seats, MoT till February 1990.....£52,000 ono

All the above coaches have P.A. Radio, Cassette & Curtains. For further information & to view please contact

**BOB NOBLE ON
01 890 9411/01 890 5002**

(31858/VO/57)

1981 VOLVO B58 DOMINANT, 50 recliners, toilet, autolube, taxed 31/7/90, MoT applied for 10th November, excellent order throughout, new liners last year, excellent runner. **Tel. 03562 4481.**

(32527/VO)

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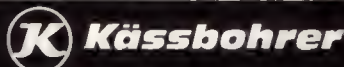
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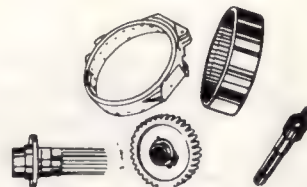
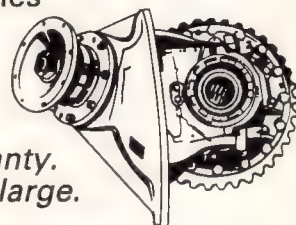
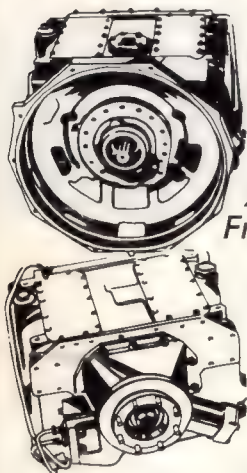
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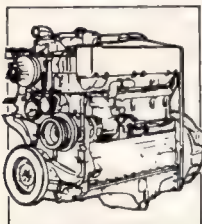
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Blaupunkt stereo system, splitter, Telma,
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VOLVO B58, private plates, 53 seats, Telma,
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MoT'd. **£8,000 + VAT**

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1976 FORD DUPLÉ, 53 seats, power door, taxed
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(31844/UN)

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53 seats, pa/radio/cassette, side lockers,
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dates, **choice of 7**, all owned from new by
us, colour orange/black, can refinish your
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680 engine, 52 seats, one entrance,
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(32531/UN/58)

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1986 BEDFORD YNV PLAXTON 3200,
53 reclining seats, armrests, air
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Telma, curtains, radio, cassette, pa,
MoT Nov 1990.

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B10M PLAXTON B200**, 53 reclining
seats, courier seat, armrests, Telma,
Webasto heating, air conditioned,
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Part exchange or HP arranged

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0273 504059 eve**

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12 highback seats, MoT Sept '90.

1983 A MERCEDES 608D, Reeve Burgess, (19),
curtains, MoT July 1990, £11,500.

1982 MERCEDES 508D, Devon luxury conversion,
(19), MoT. Immaculate. MoT 12/89.

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MoT June 1990, power doors.

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(31837/UN/57)

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57-seater, 12 metre, double glazed, radio/pa.
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Semi-auto, PAS, 53-seaters, tested till 1990,
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51 seats, express doors, Bristol dome,
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**A choice of three all in first class condi-
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For further details contact:-

KEITH MEYWELL

KM MOTORS

BARNSELY TEL: 0226 245564

(30997/UN/57)

1985 VOLVO B10M, 53 recliners,
MoT April 1990.

1980 LEYLAND LEOPARD,
semi auto, 53 seats, MoT May
1990.

1977 LEYLAND NATIONAL, 41
seats, MoT, Sept 1990.

1986 MERCEDES 609D, 27
seats, MoT Feb 1990.

1987 MERCEDES 709D, 27
seats, MoT April 1990.

1988 TALBOT EXPRESS,
diesel, 14 seats, MoT applied
for.

Tel 0236 825178

(32494/UN)

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12 coach seats, high roof, white, very good
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£6,500 ono P/X considered

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PAS, exceptional condition, MoT applied for.

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December 1989, mint condition, has only been
used on tour work and with our company from
new**£51,950**

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CoF. Been with company from new.**£49,950**

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quality recliners, air operated door, mint condi-
tion, been with our company since new, excel-
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eves & weekends

(32547/UN)

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(32526/UN/58)

B10M JONCKHEERE P90, very high spec, immaculate throughout, low mileage, drinks, hot and cold, fridge, video 7 TV monitors, Telma, 12 speeds, MoT August 1990 **£55,000 ono**

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(32476/UN)

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1976 (D) MERCEDES 608 Reeve Burgess, 19 seater, MoT Aug '90, **£16,000.**

1987 RENAULT MASTER 15 seater, tinted windows, radio, PA, MoT April '90, **£8,500.**

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NEW 22.5 inch Continental style stainless steel wheel discs, £95.00 per set plus VAT. All other sizes available.

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53 seater, 1986, MoT, superb cond. **£44,500**



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(32565/UN)

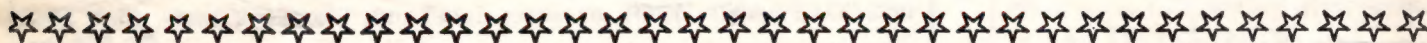
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£11,500 ovno

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1984 DAF SB2300 L.A.G. GALAXY, 49 recliners, radio, PA, tape, TV/video, carpets, tinted glass, single glazing, Webasto, power door, toilet, coffee machine and drivers bunk.

1983 DAF MB200 L.A.G. GALAXY, 49 recliners, radio PA, tape, TV, video, curtains, tinted glass, power door, rear toilet, courier seat, coffee machine, side lockers and moquette to roof.

1987 DAF/DUPLE 340, 53 recliners, centre toilet, centre cont door, video equipment, water boiler, Suttrak air con, radio, PA, tape, courier seat, carpets, double glazing and prepared for Webasto.

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1984 DAF MB DUPE CARIBBEAN 1, 50 recliners, ZF-splitter gearbox, radio, PA, tape, tinted glass, power door, cont door, courier seat, side lockers and moquette to roof.

1981 FORD R1114 PLAXTON SUPREME IV, 53 recliners, radio PA, tape, curtains, Telma, water heater, coffee machine and side lockers.

1986 DAF SB2300 ZF splitter gearbox, 53 reclining seats with full length floor wheelchair clamps, concealed near side wheelchair lift, radio PA, tape player, 2 monitor video system, tinted double glazing and sun blinds, Webasto, centre toilet, cont. steps, cont. door, drinks machine, fridge, courier seat and air con.

1984 BOVA EUROPA III, 49 recliners, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio, PA, tape and plug door.

1983 FORD PLAXTON 3200, 53 seats, radio PA, tape, video, curtains, power door, soft trim.

1975 BEDFORD YMT PLAXTON ELITE, 53 fixed seats, Telma, manual door, radio PA, tape.

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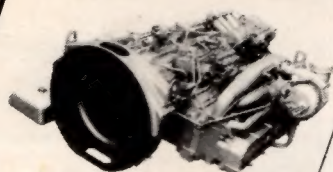
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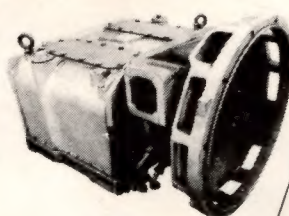


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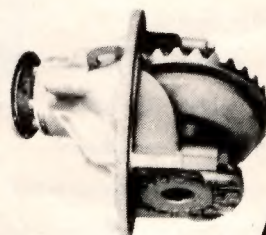
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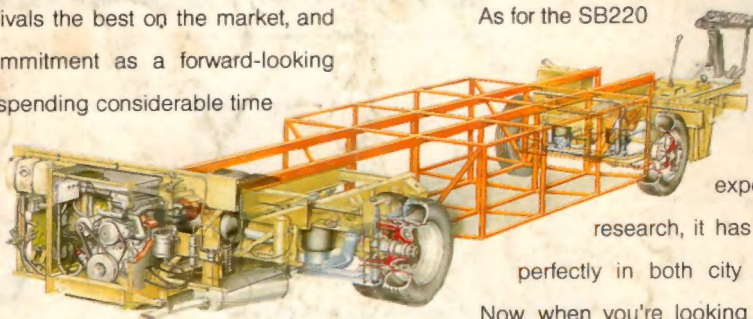
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